

**01 - BUS STOP ENHANCEMENT
INDEX OF DRAWINGS**

DRAWING NUMBER	DRAWING TITLE	DRAWING NUMBER	DRAWING TITLE
INX-001	INDEX OF DRAWINGS	DET-201	BUS STOP BOARDING PAD, SIGN, AND SIDEWALK DETAILS
BSE-101	TYPE 1: BASIC COVERAGE STOP	DET-202	BUS STOP SEATING DETAILS
BSE-102	TYPE 2A: STOP WITH SEATING - SIDEWALK OFFSET FROM CURB	DET-203	BUS STOP SHELTER DETAILS
BSE-103	TYPE 2B: STOP WITH SEATING - SIDEWALK ON CURB		
BSE-104	TYPE 2C: STOP WITH SEATING - OFFSET FOR STEEP GRADE		
BSE-105	TYPE 3A: STOP WITH SHELTER - SIDEWALK OFFSET FROM CURB		
BSE-106	TYPE 3B: STOP WITH SHELTER - SIDEWALK ON CURB		
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ADVISORY NOTE

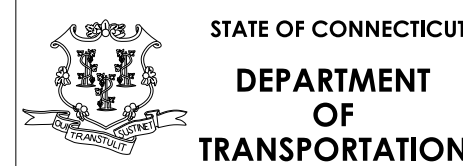
00. A DESIGN PACKAGE, INCLUDING SITE PLANS AND SUPPORTING DETAILS, SHALL BE PREPARED FOR EACH PROJECT WHERE ONE OR MORE BUS STOPS ARE PROPOSED FOR INSTALLATION ACCORDING TO THE CTDOT BUS STOP DESIGN GUIDELINES. FOR EACH BUS STOP LOCATION WITHIN THE PROJECT, A SITE PLAN SHALL BE DRAWN TO SCALE AND INCLUDE INFORMATION REGARDING THE PROPOSED STOP TYPE, EXISTING FEATURES TO REMAIN OR BE REMOVED, AND DIMENSIONS FOR PLACEMENT OF BUS STOP BOARDING PADS, SIGNAGE, SEATING, SHELTERS, AND/OR OTHER AMENITIES AS PROPOSED. SITE PLAN SHALL CONFORM TO THE REQUIREMENTS IN THE CTDOT BUS STOP DESIGN GUIDELINES, AS WELL AS ALL APPLICABLE CODES AND STANDARDS.

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REV.	DATE	REVISION DESCRIPTION

CTDOT GUIDE SHEET 04/12/2023
SEE ADVISORY NOTE

SIGNATURE/
BLOCK:



PROJECT NUMBER: 0170-5016
PROJECT DESCRIPTION: BUS STOP ENHANCEMENT
TOWN(S): STATEWIDE
DRAWING TITLE: INDEX OF DRAWINGS

DRAWING NO.
INX-001
SHEET NO.

ADVISORY NOTE

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NOTES

01. TYPE 1 BUS STOP BOARDING PAD TO CONSIST OF 5'X8' ACCESSIBLE BOARDING CLEAR AREA PLUS OPTIONAL EXTENSIONS FOR BUS STOP SIGN AND ADDITIONAL WAITING SPACE, TO BE PAID FOR UNDER PAY ITEM "BUS STOP BOARDING PAD". BOARDING PAD TO BE CONTINUOUS RECTANGULAR CONCRETE SURFACE WITH REGULARLY SPACED EXPANSION JOINS; OVERALL DIMENSIONS OF BUS STOP BOARDING PAD TO BE SPECIFIED ON SITE PLAN. SEE DWG. DET-201 FOR CONSTRUCTION DETAILS.

TYPE 1A - PAD TO BE BUILT FLUSH TO ADJACENT EXISTING OR PROPOSED CURB.
 TYPE 1B - PAD TO BE BUILT FLUSH TO ADJACENT ROADWAY.
 TYPE 1C - PAD OFFSET FROM CURB ON STEEP GRADE TO CREATE LEVEL SURFACE.
 A 2' WIDE TACTILE WARNING SURFACE IS REQUIRED WHEN BOARDING PAD IS BUILT FLUSH WITH ROADWAY, OR WITH A CURB REVEAL HEIGHT GREATER THAN A TYPICAL SIDEWALK (APPROXIMATELY 6").

02. TYPE 1 BUS STOP PRIMARILY INTENDED FOR CONTEXTS WITH LIMITED SPACE FOR AMENITIES, AND ONLY A BUS STOP SIGN IS PERMITTED WHEN THE MINIMUM DIMENSIONS FOR THE BUS STOP BOARDING PAD ARE USED. WHERE SPACE PERMITS, A 10' MIN. WIDTH ALONG CURB IS PREFERRED; TYPE 1 BUS STOPS MAY ALSO BE BUILT TO TYPE 2 BOARDING PAD DIMENSIONS IF FUTURE SEATING OR OTHER AMENITIES ARE ANTICIPATED.

03. IT IS RECOMMENDED THAT TYPE 1 BUS STOPS BE LOCATED ON AN EXISTING OR PROPOSED SIDEWALK. WHERE SIDEWALK IS NOT AVAILABLE, A TYPE 1B CONFIGURATION WITH FLUSH BOARDING PLATFORM MAY BE USED TO PROVIDE ACCESS TO THE PUBLIC ROAD. ALTERNATIVELY, AN ACCESSIBLE SIDEWALK CURB RAMP MAY BE INSTALLED OUTSIDE THE ACCESSIBLE BOARDING CLEAR AREA OF TYPE 1A OR TYPE 1C BOARDING PAD WITH CURB.

04. BUS STOP BOARDING PAD AND SIDEWALKS TO HAVE TYPICAL CROSS SLOPE OF 1:66 (1.5%); MAX CROSS SLOPE 1:48 (2%), PARALLEL TO ROAD, BOARDING PAD TO BE LEVEL TO EXTENT FEASIBLE, TYPICALLY 1:48 (2%) OR LESS, BUT MAY MATCH ADJACENT ROADWAY GRADE; TYPE 1C CONFIGURATION MAY BE USED FOR STEEP GRADES, PARTICULARLY GREATER THAN 1:20 (5%). SIDEWALKS MAY MATCH ROADWAY GRADE.

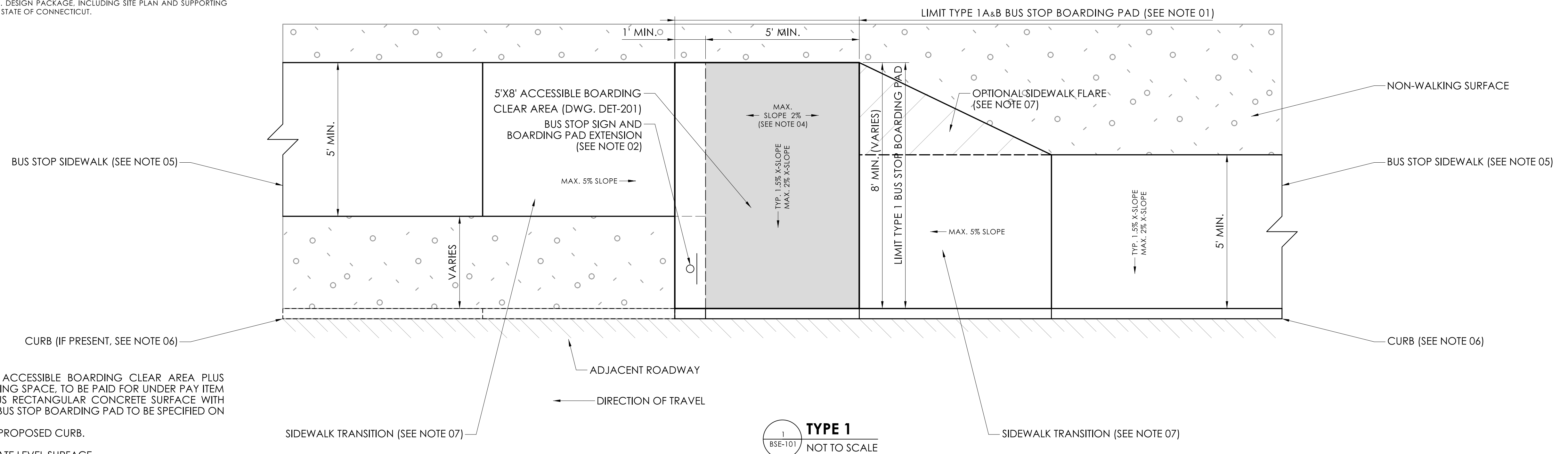
05. UP TO 75' OF SIDEWALK MAY BE CONSTRUCTED OR RECONSTRUCTED UNDER PAY ITEM "BUS STOP SIDEWALK"; UP TO TWO ACCESSIBLE SIDEWALK CURB RAMPS MAY BE CONSTRUCTED OR RECONSTRUCTED WITHIN 250' OF ACCESSIBLE BOARDING CLEAR AREA UNDER PAY ITEM "BUS STOP SIDEWALK CURB RAMP"; SIDEWALK CURB RAMPS MUST BE LINKED TO BOARDING CLEAR AREA BY EXISTING OR PROPOSED ACCESSIBLE PATH. SIDEWALK CURB RAMP TYPE TO BE SPECIFIED ON SITE PLAN. ADDITIONAL SIDEWALK OR SIDEWALK CURB RAMPS TO BE PAID FOR UNDER PAY ITEM SPECIFIED ON SITE PLAN.

06. CURB TYPE AND HEIGHT OF REVEAL TO BE SPECIFIED ON SITE PLAN. INTEGRAL CONCRETE CURB TO BE PAID FOR UNDER PAY ITEM FOR ADJACENT "BUS STOP BOARDING PAD" OR "BUS STOP SIDEWALK"; UP TO 75' OF CONCRETE CURB MAY BE CONSTRUCTED OR RECONSTRUCTED WHEN SIDEWALK IS OMITTED OR OFFSET FROM CURB UNDER PAY ITEM "BUS STOP CONCRETE CURB". ALTERNATIVE OR ADDITIONAL CURB TO BE PAID FOR UNDER PAY ITEM SPECIFIED ON SITE PLAN. ROADWAY CUT OR EXCAVATED TO FACILITATE INSTALLATION OF BUS STOP BOARDING PAD, SIDEWALK, OR CONCRETE CURBING SHALL BE PATCHED TO FULL DEPTH OF EXISTING PAVEMENT AND SUBBASE.

07. IF BUS STOP BOARDING PAD IS BUILT FLUSH WITH ROADWAY, OR AT A CURB HEIGHT DIFFERENT THAN ADJACENT SIDEWALKS, SIDEWALKS TO TRANSITION IN DIRECTION OF TRAVEL TO MEET BOARDING PAD ELEVATION ACROSS ENTIRE WIDTH OF SIDEWALK AT A MAXIMUM SLOPE OF 1:20 (5%) OR LESS; SIDEWALK TRANSITIONS GREATER THAN 1:20 (5%) MUST BE TREATED AS ACCESSIBLE RAMPS, WITH REGULARLY SPACE LANDINGS, HAND RAILS, ETC. AS APPLICABLE; MAX. RAMP SLOPE 1:12 (8%). IF RAMP IS PROPOSED FOR A SPECIFIC LOCATION, DETAILS OF ALL PROPOSED RAMP COMPONENTS SHALL BE INCLUDED IN THE DESIGN PACKAGE. OPTIONAL SIDEWALK FLARE PREFERRED TO MATCH SEGMENT LENGTH AND TRANSITION SLOPE OF ADJACENT SIDEWALK; MAX FLARE SLOPE 1:10 (10%). CURBING IF PRESENT TO TRANSITION WITH SIDEWALK TO MEET BOARDING PAD ELEVATION. TRANSITIONS TO BE PAID FOR UNDER RESPECTIVE PAY ITEM FOR "BUS STOP SIDEWALK" OR "BUS STOP CONCRETE CURB".

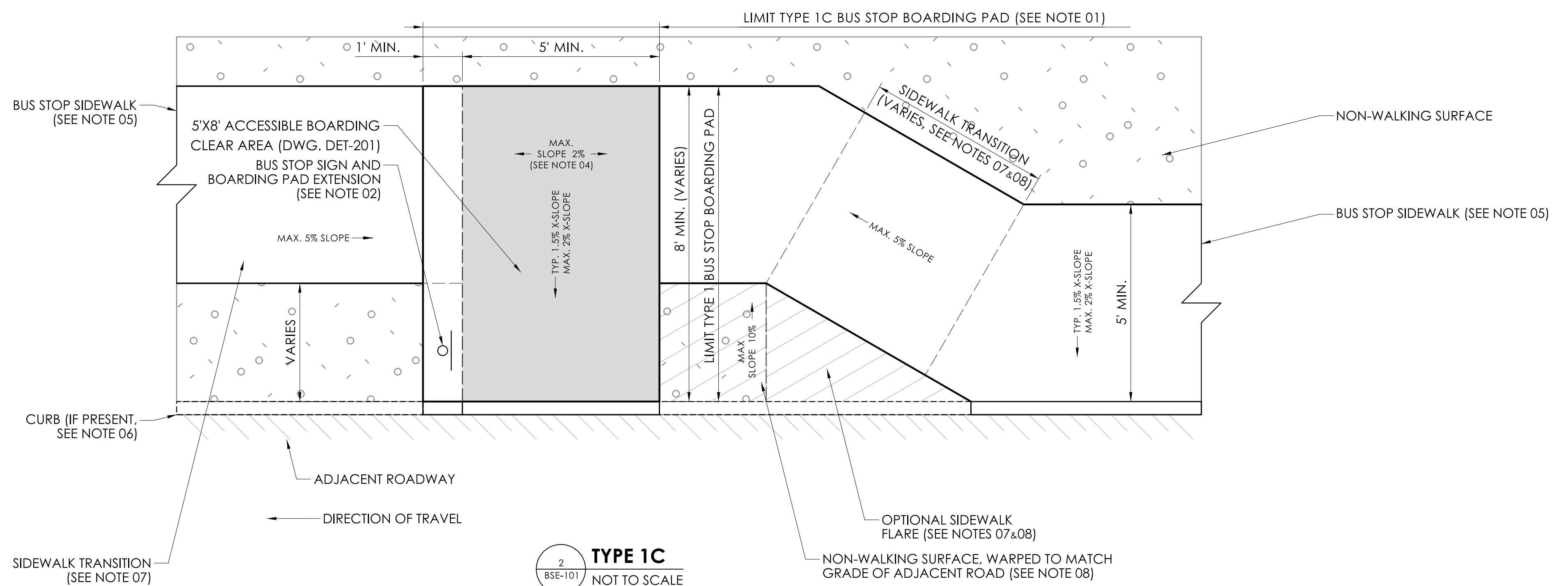
08. FOR TYPE 1C, THE MAXIMUM RECOMMENDED SLOPE FOR THE WARPED NON-WALKING SURFACE IS 1:10 (10%); SAFETY RAILINGS AND/OR RETAINING WALLS MAY BE REQUIRED FOR STEEPER SLOPES, TO BE PAID FOR UNDER PAY ITEM SPECIFIED ON SITE PLAN. NON-WALKING SURFACE MAY BE WARPED TO MATCH ELEVATION OF ADJACENT ROADWAY.

A SURFACE TREATMENT THAT CONTRASTS WITH THE CONCRETE BOARDING PAD IS DESIRABLE (EXAMPLE, LAWN OR VEGETATION, BITUMINOUS CONCRETE, PAVING BRICKS, COLORED OR TEXTURED CONCRETE, ETC.), TO BE PAID FOR UNDER PAY ITEMS SPECIFIED ON SITE PLAN. DURABLE SURFACE OR SIDEWALK FLARE RECOMMENDED WHERE SIDEWALK FORMS AN ACUTE ANGLE WITH THE CURB. EXTENDED SIDEWALK TRANSITIONS IN A TYPE C CONFIGURATION MAY REQUIRE TREATMENT AS AN ACCESSIBLE RAMP.



TYPE 1A: BASIC COVERAGE BUS STOP - BOARDING PAD FLUSH WITH CURB

TYPE 1B: BASIC COVERAGE BUS STOP - BOARDING PAD FLUSH WITH ROADWAY

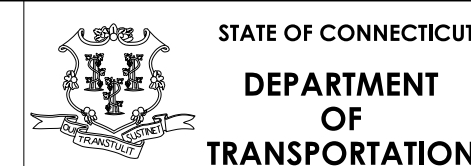


TYPE 1C: BASIC COVERAGE BUS STOP - OFFSET FROM CURB ALONG STEP GRADE

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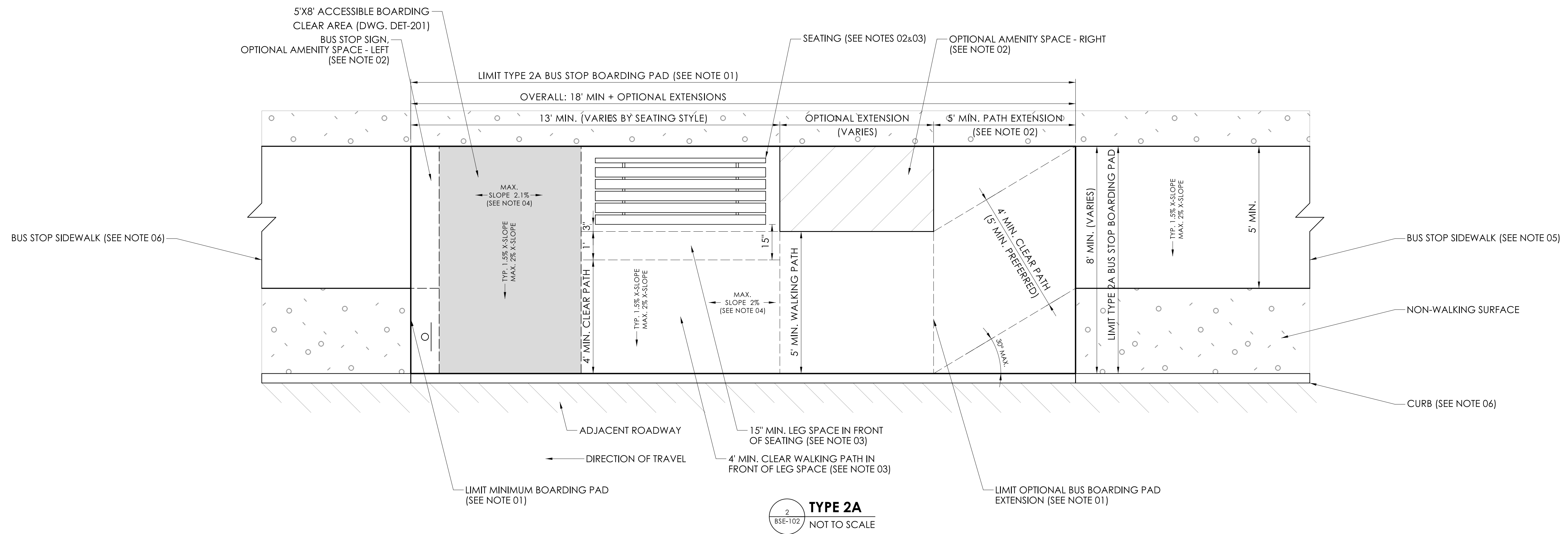
CTDOT GUIDE SHEET 04/12/2023
 SEE ADVISORY NOTE

SIGNATURE/
 BLOCK:



PROJECT NUMBER: 0170-5016
 PROJECT DESCRIPTION: BUS STOP ENHANCEMENT
 TOWN(S): STATEWIDE
 DRAWING TITLE: TYPE 1: BASIC COVERAGE STOP

DRAWING NO.
 BSE-101
 SHEET NO.



TYPE 2A
 2
 BSE-102
 NOT TO SCALE

TYPE 2A: BUS STOP WITH SEATING - SIDEWALK OFFSET FROM CURB

NOTES

01. TYPE 2A BUS STOP BOARDING PAD TO CONSIST OF 5'X8' ACCESSIBLE BOARDING CLEAR AREA PLUS EXTENSIONS FOR SEATING AND OPTIONAL AMENITIES. TO BE PAID FOR UNDER PAY ITEM "BUS STOP BOARDING PAD". BOARDING PAD TO BE CONTINUOUS RECTANGULAR CONCRETE SURFACE WITH REGULARLY SPACED EXPANSION JOINS; OVERALL DIMENSIONS OF BUS STOP BOARDING PAD TO BE SPECIFIED ON SITE PLAN. SEE DWG. DET-201 FOR CONSTRUCTION DETAILS.
- FOR A TYPE 2A CONFIGURATION, THE SIDEWALK IS GENERALLY OFFSET FROM THE ROAD, AND PATH EXTENSIONS MUST BE ADDED TO THE BOARDING PAD TO PROVIDE A CLEAR WALKING PATH BETWEEN SEATING AND AMENITIES, AND THE CURB LINE, NON-WALKING SURFACES, OR OTHER OBSTACLES.
- A 2' WIDE TACTILE WARNING SURFACE IS REQUIRED WHEN BOARDING PAD IS BUILT FLUSH WITH ROADWAY, OR WITH A CURB REVEAL HEIGHT GREATER THAN A TYPICAL SIDEWALK (APPROXIMATELY 6").
02. SEATING STYLE AND OPTIONAL AMENITIES TO BE SPECIFIED ON SITE PLAN. ALL AMENITIES ARE TO BE INSTALLED WITHIN LIMITS OF BUS STOP BOARDING PAD UNLESS OTHERWISE SPECIFIED. BOARDING PAD MAY BE EXTENDED TO ACCOMMODATE OPTIONAL AMENITY SPACES TO THE LEFT OR RIGHT OF SEATING. A 5' MIN. WALKING PATH MUST BE MAINTAINED BETWEEN ALL FIXED AMENITIES, AND THE CURB, NON-WALKING SURFACES, OR OTHER OBSTACLES. SEE DET-202 FOR ADDITIONAL SEATING REQUIREMENTS AND OPTIONS.
- FOR TYPE 2A BUS STOP, A 5' MIN PATH EXTENSION MUST BE INCLUDED ALONG THE RIGHT SIDE OF THE BOARDING PAD TO PROVIDE A CLEAR WALKING PATH AROUND SEATING AND AMENITIES. ALONG THE LEFT SIDE OF BOARDING PAD, THE CLEAR WALKING PATH MAY USE THE 5'X8' ACCESSIBLE BOARDING CLEAR AREA; A SECOND 15" PATH EXTENSION WOULD BE REQUIRED IF AMENITIES ARE INSTALLED TO THE LEFT OF THE CLEAR AREA.
03. MINIMUM LEG SPACE TO BE PROVIDED IN FRONT OF SEATING. A 1'. PORTION OF LEG SPACE MAY BE PLACED WITHIN THE 5' MIN. WALKING PATH, HOWEVER A STRICT 4' MIN. CLEAR WALKING PATH MUST BE MAINTAINED BETWEEN LEG SPACE AND CURB. WHERE SPACE PERMITS, IT IS PREFERRED THAT LEG SPACE BE PLACED OUTSIDE OF MINIMUM 5' MIN. WALKING PATH.

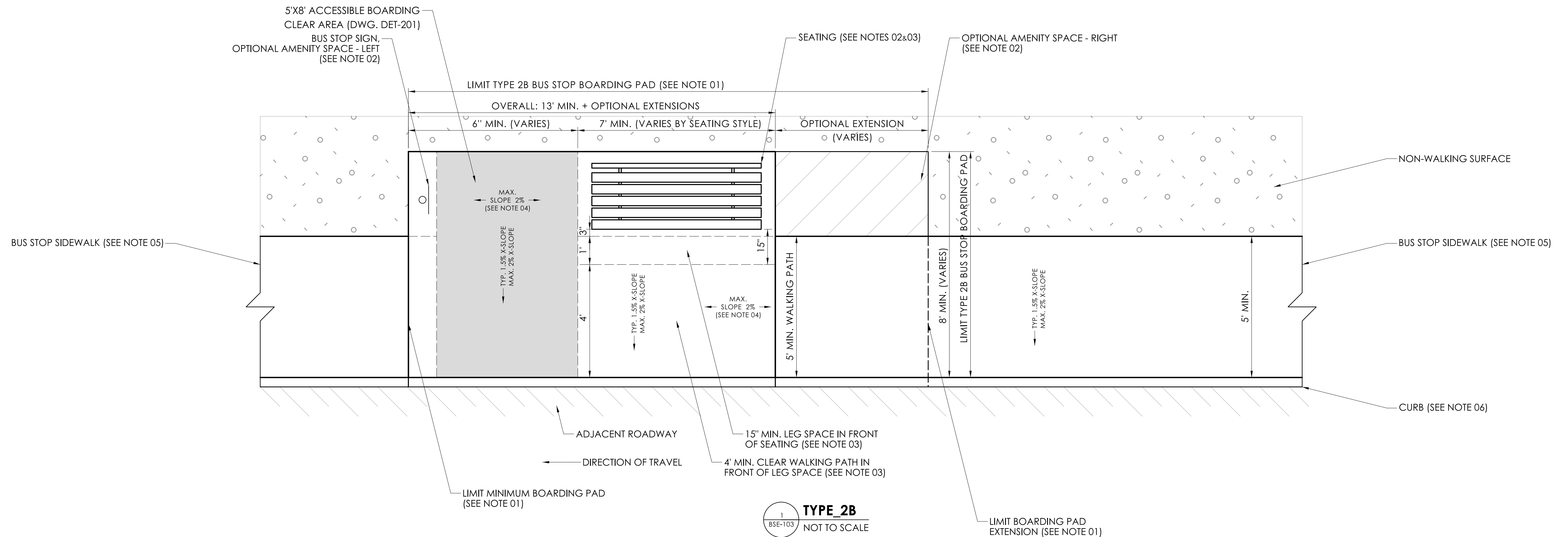
04. BUS STOP BOARDING PAD AND SIDEWALKS TO HAVE TYPICAL CROSS SLOPE OF 1:66 (1.5%); MAX CROSS SLOPE 1:48 (2%). PARALLEL TO ROAD, BOARDING PAD TO BE LEVEL TO EXTENT FEASIBLE, TYPICALLY 1:48 (2%) OR LESS, BUT MAY MATCH ADJACENT ROADWAY GRADE; TYPE 1C CONFIGURATION MAY BE USED FOR STEEP GRADES, PARTICULARLY GREATER THAN 1:20 (5%). SIDEWALKS MAY MATCH ROADWAY GRADE.
05. UP TO 75' OF SIDEWALK MAY BE CONSTRUCTED OR RECONSTRUCTED UNDER PAY ITEM "BUS STOP SIDEWALK"; UP TO TWO ACCESSIBLE SIDEWALK CURB RAMPS MAY BE CONSTRUCTED OR RECONSTRUCTED WITHIN 250' OF ACCESSIBLE BOARDING CLEAR AREA UNDER PAY ITEM "BUS STOP SIDEWALK CURB RAMP"; SIDEWALK CURB RAMPS MUST BE LINKED TO BOARDING CLEAR AREA BY EXISTING OR PROPOSED ACCESSIBLE PATH. SIDEWALK CURB RAMP TYPE TO BE SPECIFIED ON SITE PLAN. ADDITIONAL SIDEWALK OR SIDEWALK CURB RAMPS TO BE PAID FOR UNDER PAY ITEM SPECIFIED ON SITE PLAN.
06. CURB TYPE AND HEIGHT OF REVEAL TO BE SPECIFIED ON SITE PLAN. INTEGRAL CONCRETE CURB TO BE PAID FOR UNDER PAY ITEM FOR ADJACENT "BUS STOP BOARDING PAD" OR "BUS STOP SIDEWALK"; UP TO 75' OF CONCRETE CURB MAY BE CONSTRUCTED OR RECONSTRUCTED WHEN SIDEWALK IS OMITTED OR OFFSET FROM CURB UNDER PAY ITEM "BUS STOP CONCRETE CURB". ALTERNATIVE OR ADDITIONAL CURB TO BE PAID FOR UNDER PAY ITEM SPECIFIED ON SITE PLAN. ROADWAY CUT OR EXCAVATED TO FACILITATE INSTALLATION OF BUS STOP BOARDING PAD, SIDEWALK, OR CONCRETE CURBING SHALL BE PATCHED TO FULL DEPTH OF EXISTING PAVEMENT AND SUBBASE.
07. IF BUS STOP BOARDING PAD IS BUILT FLUSH WITH ROADWAY, OR AT A CURB HEIGHT DIFFERENT THAN ADJACENT SIDEWALKS, SIDEWALKS TO TRANSITION IN DIRECTION OF TRAVEL TO MEET BOARDING PAD ELEVATION ACROSS ENTIRE WIDTH OF SIDEWALK AT A MAXIMUM SLOPE OF 1:20 (5%) OR LESS; SIDEWALK TRANSITIONS GREATER THAN 1:20 (5%) MUST BE TREATED AS ACCESSIBLE RAMPS, WITH REGULARLY SPACE LANDINGS, HAND RAILS, ETC. AS APPLICABLE; MAX. RAMP SLOPE 1:12 (8%). IF RAMP IS PROPOSED FOR A SPECIFIC LOCATION, DETAILS OF ALL PROPOSED RAMP COMPONENTS SHALL BE INCLUDED IN THE DESIGN PACKAGE. OPTIONAL SIDEWALK FLARE PREFERRED TO MATCH SEGMENT LENGTH AND TRANSITION SLOPE OF ADJACENT SIDEWALK; MAX FLARE SLOPE 1:10 (10%). CURBING IF PRESENT TO TRANSITION WITH SIDEWALK TO MEET BOARDING PAD ELEVATION. TRANSITIONS TO BE PAID FOR UNDER RESPECTIVE PAY ITEM FOR "BUS STOP SIDEWALK" OR "BUS STOP CONCRETE CURB".

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TYPE 2B: BUS STOP WITH SEATING - SIDEWALK ON CURB

NOTES

01. TYPE 2A BUS STOP BOARDING PAD TO CONSIST OF 5'X8' ACCESSIBLE BOARDING CLEAR AREA PLUS EXTENSIONS FOR SEATING AND OPTIONAL AMENITIES, TO BE PAID FOR UNDER PAY ITEM "BUS STOP BOARDING PAD". BOARDING PAD TO BE CONTINUOUS RECTANGULAR CONCRETE SURFACE WITH REGULARLY SPACED EXPANSION JOINS; OVERALL DIMENSIONS OF BUS STOP BOARDING PAD TO BE SPECIFIED ON SITE PLAN. SEE DWG. DET-201 FOR CONSTRUCTION DETAILS.

FOR A TYPE 2B CONFIGURATION, THE SIDEWALK IS GENERALLY BUILT DIRECTLY ALONG THE CURB LINE, AND A CLEAR WALKING PATH MUST BE PROVIDED BETWEEN SEATING AND AMENITIES, AND THE CURB OR OTHER OBSTACLES.

A 2' WIDE TACTILE WARNING SURFACE IS REQUIRED WHEN BOARDING PAD IS BUILT FLUSH WITH ROADWAY, OR WITH A CURB REVEAL HEIGHT GREATER THAN A TYPICAL SIDEWALK (APPROXIMATELY 6").

02. SEATING STYLE AND OPTIONAL AMENITIES TO BE SPECIFIED ON SITE PLAN. ALL AMENITIES ARE TO BE INSTALLED WITHIN LIMITS OF BUS STOP BOARDING PAD UNLESS OTHERWISE SPECIFIED. BOARDING PAD MAY BE EXTENDED TO ACCOMMODATE OPTIONAL AMENITY SPACES TO THE LEFT OR RIGHT OF SEATING. A 5' MIN. WALKING PATH MUST BE MAINTAINED BETWEEN ALL FIXED AMENITIES, AND THE CURB, NON-WALKING SURFACES, OR OTHER OBSTACLES. SEE DET-202 FOR ADDITIONAL SEATING REQUIREMENTS AND OPTIONS.

03. 15" MINIMUM LEG SPACE TO BE PROVIDED IN FRONT OF SEATING. A 1' PORTION OF LEG SPACE MAY BE PLACED WITHIN THE 5' MIN. WALKING PATH, HOWEVER A STRICT 4' MIN. CLEAR WALKING PATH MUST BE MAINTAINED BETWEEN LEG SPACE AND CURB. WHERE SPACE PERMITS, IT IS PREFERRED THAT LEG SPACE BE PLACED OUTSIDE OF MINIMUM 5' MIN. WALKING PATH.

04. BUS STOP BOARDING PAD AND SIDEWALKS TO HAVE TYPICAL CROSS SLOPE OF 1:66 (1.5%); MAX CROSS SLOPE 1:48 (2%). PARALLEL TO ROAD, BOARDING PAD TO BE LEVEL TO EXTENT FEASIBLE, TYPICALLY 1:48 (2%) OR LESS, BUT MAY MATCH ADJACENT ROADWAY GRADE; TYPE 1C CONFIGURATION MAY BE USED FOR STEEP GRADES, PARTICULARLY GREATER THAN 1:20 (5%). SIDEWALKS MAY MATCH ROADWAY GRADE.

05. UP TO 75' OF SIDEWALK MAY BE CONSTRUCTED OR RECONSTRUCTED UNDER PAY ITEM "BUS STOP SIDEWALK"; UP TO TWO ACCESSIBLE SIDEWALK CURB RAMPS MAY BE CONSTRUCTED OR RECONSTRUCTED WITHIN 250' OF ACCESSIBLE BOARDING CLEAR AREA UNDER PAY ITEM "BUS STOP SIDEWALK CURB RAMP"; SIDEWALK CURB RAMPS MUST BE LINKED TO BOARDING CLEAR AREA BY EXISTING OR PROPOSED ACCESSIBLE PATH. SIDEWALK CURB RAMP TYPE TO BE SPECIFIED ON SITE PLAN. ADDITIONAL SIDEWALK OR SIDEWALK CURB RAMPS TO BE PAID FOR UNDER PAY ITEM SPECIFIED ON SITE PLAN.

06. CURB TYPE AND HEIGHT OF REVEAL TO BE SPECIFIED ON SITE PLAN. INTEGRAL CONCRETE CURB TO BE PAID FOR UNDER PAY ITEM FOR ADJACENT "BUS STOP BOARDING PAD" OR "BUS STOP SIDEWALK"; UP TO 75' OF CONCRETE CURB MAY BE CONSTRUCTED OR RECONSTRUCTED WHEN SIDEWALK IS OMITTED OR OFFSET FROM CURB UNDER PAY ITEM "BUS STOP CONCRETE CURB". ALTERNATIVE OR ADDITIONAL CURB TO BE PAID FOR UNDER PAY ITEM SPECIFIED ON SITE PLAN. ROADWAY CUT OR EXCAVATED TO FACILITATE INSTALLATION OF BUS STOP BOARDING PAD, SIDEWALK, OR CONCRETE CURBING SHALL BE PATCHED TO FULL DEPTH OF EXISTING PAVEMENT AND SUBBASE.

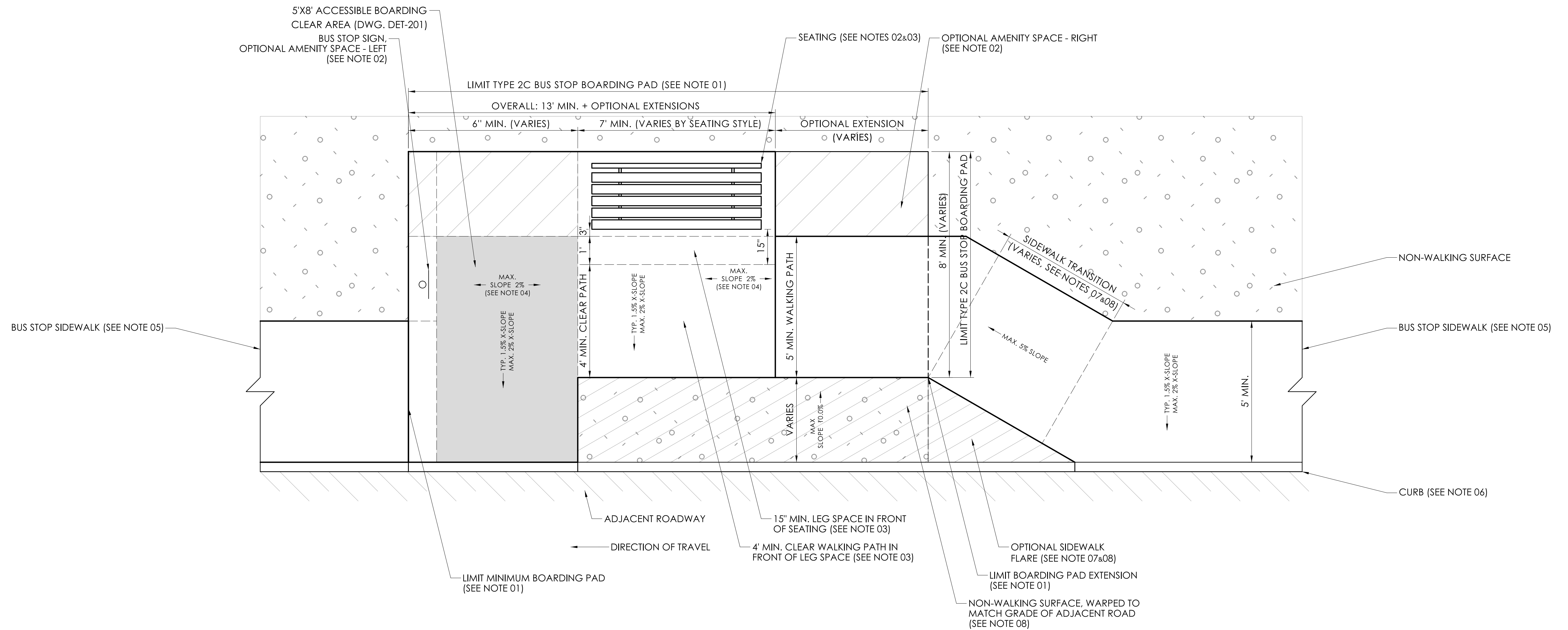
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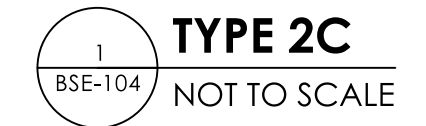
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TYPE 2C: STOP WITH SEATING - OFFSET FOR STEEP GRADE



NOTES

01. TYPE 2C BUS STOP BOARDING PAD TO CONSIST OF 5'X8' ACCESSIBLE BOARDING CLEAR AREA PLUS EXTENSIONS FOR SEATING AND OPTIONAL AMENITIES. TO BE PAID FOR UNDER PAY ITEM "BUS STOP BOARDING PAD". BOARDING PAD TO BE CONTINUOUS RECTANGULAR CONCRETE SURFACE WITH REGULARLY SPACED EXPANSION JOINS; OVERALL DIMENSIONS OF BUS STOP BOARDING PAD TO BE SPECIFIED ON SITE PLAN. SEE DWG. DET-201 FOR CONSTRUCTION DETAILS.

FOR A TYPE 2C CONFIGURATION, THE BUS STOP BOARDING PAD IS OFFSET FROM THE CURB LINE TO PROVIDE A LEVEL SURFACE FOR SEATING AND AMENITIES ALONG A ROADWAY WITH A STEEP GRADE. THE ACCESSIBLE BOARDING CLEAR AREA EXTENDS TO THE CURB LINE. A CLEAR WALKING PATH MUST BE PROVIDED BETWEEN SEATING AND AMENITIES, AND THE WARPED NON-WALKING SURFACE OR OTHER OBSTACLES.

A 2' WIDE TACTILE WARNING SURFACE IS REQUIRED WHEN BOARDING PAD IS BUILT FLUSH WITH ROADWAY, OR WITH A CURB REVEAL HEIGHT GREATER THAN A TYPICAL SIDEWALK (APPROXIMATELY 6").

02. SEATING STYLE AND OPTIONAL AMENITIES TO BE SPECIFIED ON SITE PLAN. ALL AMENITIES ARE TO BE INSTALLED WITHIN LIMITS OF BUS STOP BOARDING PAD UNLESS OTHERWISE SPECIFIED. BOARDING PAD MAY BE EXTENDED TO ACCOMMODATE OPTIONAL AMENITY SPACES TO THE LEFT OR RIGHT OF SEATING. A 5' MIN. WALKING PATH MUST BE MAINTAINED BETWEEN ALL FIXED AMENITIES, AND THE CURB, NON-WALKING SURFACES, OR OTHER OBSTACLES. SEE DET-202 FOR ADDITIONAL SEATING REQUIREMENTS AND OPTIONS.

03. 15" MINIMUM LEG SPACE TO BE PROVIDED IN FRONT OF SEATING. A 1' PORTION OF LEG SPACE MAY BE PLACED WITHIN THE 5' MIN. WALKING PATH, HOWEVER A STRICT 4' MIN. CLEAR WALKING PATH MUST BE MAINTAINED BETWEEN LEG SPACE AND CURB, WHERE SPACE PERMITS, IT IS PREFERRED THAT LEG SPACE BE PLACED OUTSIDE OF MINIMUM 5' MIN. WALKING PATH.

04. BUS STOP BOARDING PAD AND SIDEWALKS TO HAVE TYPICAL CROSS SLOPE OF 1:66 (1.5%); MAX CROSS SLOPE 1:48 (2%). PARALLEL TO ROAD, BOARDING PAD TO BE LEVEL TO EXTENT FEASIBLE, TYPICALLY 1:48 (2%) OR LESS, BUT MAY MATCH ADJACENT ROADWAY GRADE; TYPE 1C CONFIGURATION MAY BE USED FOR STEEP GRADES, PARTICULARLY GREATER THAN 1:20 (5%). SIDEWALKS MAY MATCH ROADWAY GRADE.

05. UP TO 75' OF SIDEWALK MAY BE CONSTRUCTED OR RECONSTRUCTED UNDER PAY ITEM "BUS STOP SIDEWALK"; UP TO TWO ACCESSIBLE SIDEWALK CURB RAMPS MAY BE CONSTRUCTED OR RECONSTRUCTED WITHIN 250' OF ACCESSIBLE BOARDING CLEAR AREA UNDER PAY ITEM "BUS STOP SIDEWALK CURB RAMP"; SIDEWALK CURB RAMPS MUST BE LINKED TO BOARDING CLEAR AREA BY EXISTING OR PROPOSED ACCESSIBLE PATH. SIDEWALK CURB RAMP TYPE TO BE SPECIFIED ON SITE PLAN. ADDITIONAL SIDEWALK OR SIDEWALK CURB RAMPS TO BE PAID FOR UNDER PAY ITEM SPECIFIED ON SITE PLAN.

06. CURB TYPE AND HEIGHT OF REVEAL TO BE SPECIFIED ON SITE PLAN. INTEGRAL CONCRETE CURB TO BE PAID FOR UNDER PAY ITEM FOR ADJACENT "BUS STOP BOARDING PAD" OR "BUS STOP SIDEWALK"; UP TO 75' OF CONCRETE CURB MAY BE CONSTRUCTED OR RECONSTRUCTED WHEN SIDEWALK IS OMITTED OR OFFSET FROM CURB UNDER PAY ITEM "BUS STOP CONCRETE CURB". ALTERNATIVE OR ADDITIONAL CURB TO BE PAID FOR UNDER PAY ITEM SPECIFIED ON SITE PLAN. ROADWAY CUT OR EXCAVATED TO FACILITATE INSTALLATION OF BUS STOP BOARDING PAD, SIDEWALK, OR CONCRETE CURBING SHALL BE PATCHED TO FULL DEPTH OF EXISTING PAVEMENT AND SUBBASE.

07. IF BUS STOP BOARDING PAD IS BUILT FLUSH WITH ROADWAY, OR AT A CURB HEIGHT DIFFERENT THAN ADJACENT SIDEWALKS, SIDEWALKS TO TRANSITION IN DIRECTION OF TRAVEL TO MEET BOARDING PAD ELEVATION ACROSS ENTIRE WIDTH OF SIDEWALK AT A MAXIMUM SLOPE OF 1:20 (5%) OR LESS; SIDEWALK TRANSITIONS GREATER THAN 1:20 (5%) MUST BE TREATED AS ACCESSIBLE RAMPS, WITH REGULARLY SPACED LANDINGS, HAND RAILS, ETC., AS APPLICABLE; MAX. RAMP SLOPE 1:12 (8%), IF RAMP IS PROPOSED FOR A SPECIFIC LOCATION, DETAILS OF ALL PROPOSED RAMP COMPONENTS SHALL BE INCLUDED IN THE DESIGN PACKAGE. OPTIONAL SIDEWALK FLARE PREFERRED TO MATCH SEGMENT LENGTH AND TRANSITION SLOPE OF ADJACENT SIDEWALK; MAX FLARE SLOPE 1:10 (10%). CURBING IF PRESENT TO TRANSITION WITH SIDEWALK TO MEET BOARDING PAD ELEVATION. TRANSITIONS TO BE PAID FOR UNDER RESPECTIVE PAY ITEM FOR "BUS STOP SIDEWALK" OR "BUS STOP CONCRETE CURB".

08. FOR TYPE 2C, THE MAXIMUM RECOMMENDED SLOPE FOR THE WARPED NON-WALKING SURFACE IS 1:10 (10%); SAFETY RAILINGS AND/OR RETAINING WALLS MAY BE REQUIRED FOR STEEPER SLOPES. TO BE PAID FOR UNDER PAY ITEM SPECIFIED ON SITE PLAN. NON-WALKING SURFACE MAY BE WARPED TO MATCH ELEVATION OF ADJACENT ROADWAY.

A SURFACE TREATMENT THAT CONTRASTS WITH THE CONCRETE BOARDING PAD IS DESIRABLE (EXAMPLE, LAWN OR VEGETATION, BITUMINOUS CONCRETE, PAVING BRICKS, COLORED OR TEXTURED CONCRETE, ETC.), TO BE PAID FOR UNDER PAY ITEMS SPECIFIED ON SITE PLAN. DURABLE SURFACE OR SIDEWALK FLARE RECOMMENDED WHERE SIDEWALK FORMS AN ACUTE ANGLE WITH THE CURB. EXTENDED SIDEWALK TRANSITIONS IN A TYPE C CONFIGURATION MAY REQUIRE TREATMENT AS AN ACCESSIBLE RAMP.

ADVISORY NOTE

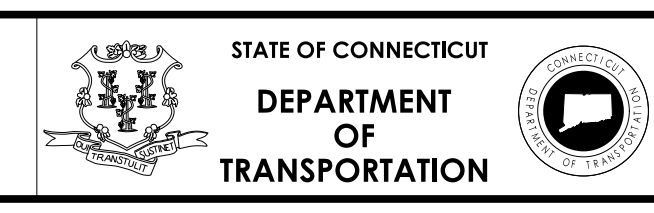
00. A DESIGN PACKAGE, INCLUDING SITE PLANS AND SUPPORTING DETAILS, SHALL BE PREPARED FOR EACH PROJECT WHERE ONE OR MORE BUS STOPS ARE PROPOSED FOR INSTALLATION ACCORDING TO THE CTDOT BUS STOP DESIGN GUIDELINES. FOR EACH BUS STOP LOCATION WITHIN THE PROJECT, A SITE PLAN SHALL BE DRAWN TO SCALE AND INCLUDE INFORMATION REGARDING THE PROPOSED STOP TYPE, EXISTING FEATURES TO REMAIN OR BE REMOVED, AND DIMENSIONS FOR PLACEMENT OF BUS STOP BOARDING PADS, SIGNAGE, SEATING, SHELTERS, AND/OR OTHER AMENITIES AS PROPOSED. SITE PLAN SHALL CONFORM TO THE REQUIREMENTS IN THE CTDOT BUS STOP DESIGN GUIDELINES, AS WELL AS ALL APPLICABLE CODES AND STANDARDS.

GUIDE SHEETS PROVIDED IN CADD FORMAT MAY BE INCORPORATED INTO DESIGN PACKAGE AS SUPPORTING DETAILS; DESIGNER RESPONSIBLE FOR ENSURING GUIDE SHEETS ARE ADAPTED AS NECESSARY TO MEET PROJECT REQUIREMENTS. DESIGN PACKAGE, INCLUDING SITE PLAN AND SUPPORTING DETAILS, SHALL BE REVIEWED AND SIGNED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF CONNECTICUT.

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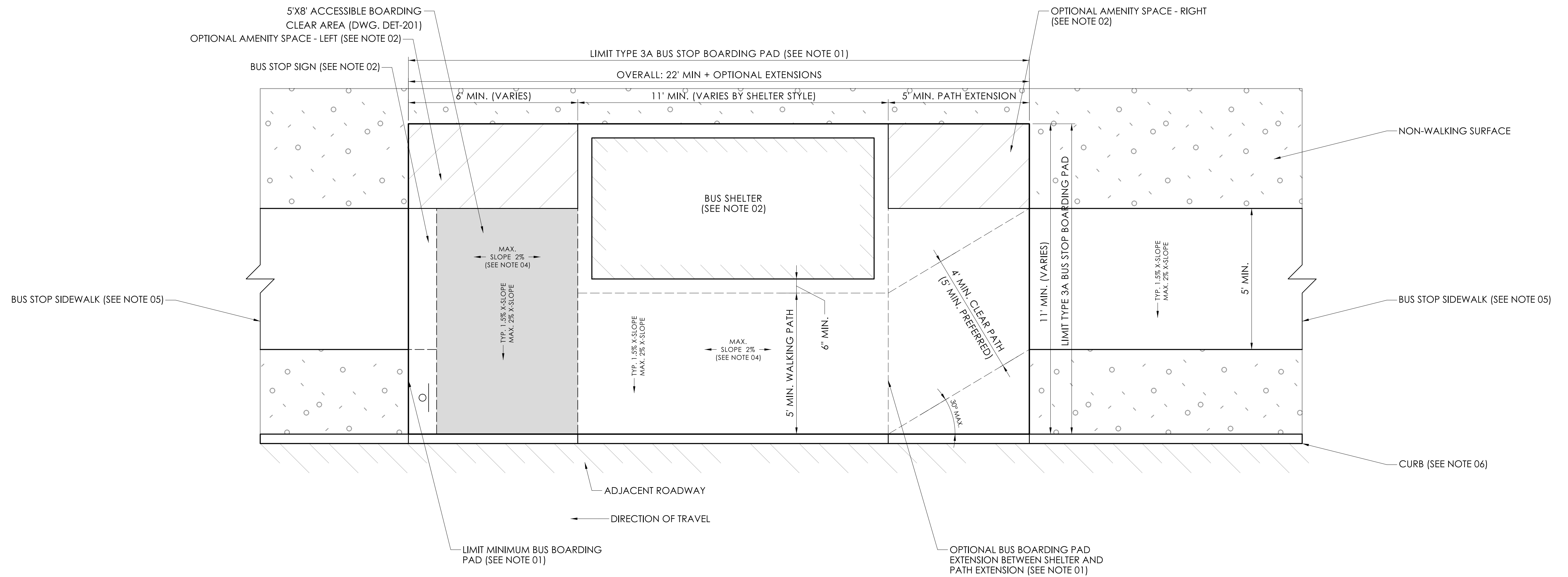
CTDOT GUIDE SHEET 04/12/2023
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DESIGNER/DRAFTER: MK CHECKED BY: SIGNATURE/BLOCK: DATE: TIME: PROJECT NO.:



PROJECT NUMBER: 0170-5016
PROJECT DESCRIPTION: BUS STOP ENHANCEMENT
TOWN(S): STATEWIDE
DRAWING TITLE: TYPE 2C: STOP WITH SEATING - OFFSET FOR STEEP GRADE

DRAWING NO. BSE-104
SHEET NO.



TYPE 3A
BSE-105 NOT TO SCALE

TYPE 3A: BUS STOP WITH SHELTER - SIDEWALK OFFSET FROM CURB

NOTES

01. TYPE 3A BUS STOP BOARDING PAD TO CONSIST OF 5'X8' ACCESSIBLE BOARDING CLEAR AREA PLUS EXTENSIONS FOR A SHELTER AND OPTIONAL AMENITIES, TO BE PAID FOR UNDER PAY ITEM "BUS STOP BOARDING PAD". BOARDING PAD TO BE CONTINUOUS RECTANGULAR CONCRETE SURFACE WITH REGULARLY SPACED EXPANSION JOINS; OVERALL DIMENSIONS OF BUS STOP BOARDING PAD TO BE SPECIFIED ON SITE PLAN. SEE DWG. DET-201 FOR CONSTRUCTION DETAILS.

FOR A TYPE 3A CONFIGURATION, THE SIDEWALK IS GENERALLY OFFSET FROM THE ROAD, AND PATH EXTENSIONS MUST BE ADDED TO THE BOARDING PAD TO PROVIDE A CLEAR WALKING PATH BETWEEN THE SHELTER AND AMENITIES, AND THE CURB LINE, NON-WALKING SURFACES, OR OTHER OBSTACLES.

BUS STOPS WITH SHELTERS MUST BE BUILT ON A CURB. A 2' WIDE TACTILE WARNING SURFACE IS REQUIRED WHEN BOARDING PAD IS BUILT WITH A CURB REVEAL HEIGHT GREATER THAN A TYPICAL SIDEWALK (APPROXIMATELY 6").

02. SHELTER STYLE AND OPTIONAL AMENITIES TO BE SPECIFIED ON SITE PLAN. ALL AMENITIES ARE TO BE INSTALLED WITHIN LIMITS OF BUS STOP BOARDING PAD UNLESS OTHERWISE SPECIFIED. BOARDING PAD MAY BE EXTENDED TO ACCOMMODATE OPTIONAL AMENITY SPACES TO THE LEFT OR RIGHT OF SHELTER. A 5' MIN. WALKING PATH MUST BE MAINTAINED BETWEEN ALL FIXED AMENITIES, AND THE CURB, NON-WALKING SURFACES, OR OTHER OBSTACLES. SEE DET-203 FOR ADDITIONAL SHELTER REQUIREMENTS AND OPTIONS.

FOR TYPE 3A BUS STOP, A 5' MIN PATH EXTENSION MUST BE INCLUDED ALONG THE RIGHT SIDE OF THE BOARDING PAD TO PROVIDE A CLEAR WALKING PATH AROUND SHELTER AND AMENITIES. ALONG THE LEFT SIDE OF BOARDING PAD, THE CLEAR WALKING PATH MAY USE THE 5'X8' ACCESSIBLE BOARDING CLEAR AREA; A SECOND PATH EXTENSION WOULD BE REQUIRED IF AMENITIES ARE INSTALLED TO THE LEFT OF THE CLEAR AREA.

03. IF ADDITIONAL SEATING IS INSTALLED IN AMENITIES AREAS, THE REQUIREMENTS OF DET-202 APPLY. OR ANY DIMENSIONAL REQUIREMENTS OF THE PARTICULAR SEATING STYLE. SEATING AND ASSOCIATED LEG SPACE SHALL BE LOCATED OUTSIDE THE 5' MIN. WALKING PATH WHEN INSTALLED AT A STOP WITH A SHELTER.

04. BUS STOP BOARDING PAD AND SIDEWALKS TO HAVE TYPICAL CROSS SLOPE OF 1:66 (1.5%); MAX CROSS SLOPE 1:48 (2%). PARALLEL TO ROAD, BOARDING PAD TO BE LEVEL TO EXTENT FEASIBLE, TYPICALLY 1:48 (2%) OR LESS, BUT MAY MATCH ADJACENT ROADWAY GRADE; TYPE 3C CONFIGURATION MAY BE USED FOR STEEP GRADES, PARTICULARLY GREATER THAN 1:20 (5%). SIDEWALKS MAY MATCH ROADWAY GRADE.

05. UP TO 75' OF SIDEWALK MAY BE CONSTRUCTED OR RECONSTRUCTED UNDER PAY ITEM "BUS STOP SIDEWALK"; UP TO TWO ACCESSIBLE SIDEWALK CURB RAMPS MAY BE CONSTRUCTED OR RECONSTRUCTED WITHIN 250' OF ACCESSIBLE BOARDING CLEAR AREA UNDER PAY ITEM "BUS STOP SIDEWALK CURB RAMP"; SIDEWALK CURB RAMPS MUST BE LINKED TO BOARDING CLEAR AREA BY EXISTING OR PROPOSED ACCESSIBLE PATH. SIDEWALK CURB RAMP TYPE TO BE SPECIFIED ON SITE PLAN. ADDITIONAL SIDEWALK OR SIDEWALK CURB RAMPS TO BE PAID FOR UNDER PAY ITEM SPECIFIED ON SITE PLAN.

06. CURB TYPE AND HEIGHT OF REVEAL TO BE SPECIFIED ON SITE PLAN. INTEGRAL CONCRETE CURB TO BE PAID FOR UNDER PAY ITEM FOR ADJACENT "BUS STOP BOARDING PAD" OR "BUS STOP SIDEWALK"; UP TO 75' OF CONCRETE CURB MAY BE CONSTRUCTED OR RECONSTRUCTED WHEN SIDEWALK IS OMITTED OR OFFSET FROM CURB UNDER PAY ITEM "BUS STOP CONCRETE CURB". ALTERNATIVE OR ADDITIONAL CURB TO BE PAID FOR UNDER PAY ITEM SPECIFIED ON SITE PLAN. ROADWAY CUT OR EXCAVATED TO FACILITATE INSTALLATION OF BUS STOP BOARDING PAD, SIDEWALK, OR CONCRETE CURBING SHALL BE PATCHED TO FULL DEPTH OF EXISTING PAVEMENT AND SUBBASE.

07. IF BUS STOP BOARDING PAD IS BUILT FLUSH WITH ROADWAY, OR AT A CURB HEIGHT DIFFERENT THAN ADJACENT SIDEWALKS, SIDEWALKS TO TRANSITION IN DIRECTION OF TRAVEL TO MEET BOARDING PAD ELEVATION ACROSS ENTIRE WIDTH OF SIDEWALK AT A MAXIMUM SLOPE OF 1:20 (5%) OR LESS; SIDEWALK TRANSITIONS GREATER THAN 1:20 (5%) MUST BE TREATED AS ACCESSIBLE RAMPS, WITH REGULARLY SPACE LANDINGS, HAND RAILS, ETC., AS APPLICABLE; MAX. RAMP SLOPE 1:12 (8%). IF RAMP IS PROPOSED FOR A SPECIFIC LOCATION, DETAILS OF ALL PROPOSED RAMP COMPONENTS SHALL BE INCLUDED IN THE DESIGN PACKAGE. OPTIONAL SIDEWALK FLARE PREFERRED TO MATCH SEGMENT LENGTH AND TRANSITION SLOPE OF ADJACENT SIDEWALK; MAX FLARE SLOPE 1:10 (10%). CURBING IF PRESENT TO TRANSITION WITH SIDEWALK TO MEET BOARDING PAD ELEVATION. TRANSITIONS TO BE PAID FOR UNDER RESPECTIVE PAY ITEM FOR "BUS STOP SIDEWALK" OR "BUS STOP CONCRETE CURB".

ADVISORY NOTE

00. A DESIGN PACKAGE, INCLUDING SITE PLANS AND SUPPORTING DETAILS, SHALL BE PREPARED FOR EACH PROJECT WHERE ONE OR MORE BUS STOPS ARE PROPOSED FOR INSTALLATION ACCORDING TO THE CTDOT BUS STOP DESIGN GUIDELINES. FOR EACH BUS STOP LOCATION WITHIN THE PROJECT, A SITE PLAN SHALL BE DRAWN TO SCALE AND INCLUDE INFORMATION REGARDING THE PROPOSED STOP TYPE, EXISTING FEATURES TO REMAIN OR BE REMOVED, AND DIMENSIONS FOR PLACEMENT OF BUS STOP BOARDING PADS, SIGNAGE, SEATING, SHELTERS, AND/OR OTHER AMENITIES AS PROPOSED. SITE PLAN SHALL CONFORM TO THE REQUIREMENTS IN THE CTDOT BUS STOP DESIGN GUIDELINES, AS WELL AS ALL APPLICABLE CODES AND STANDARDS.

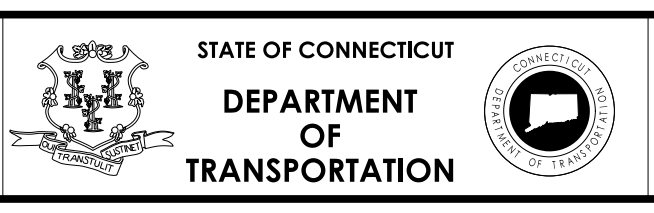
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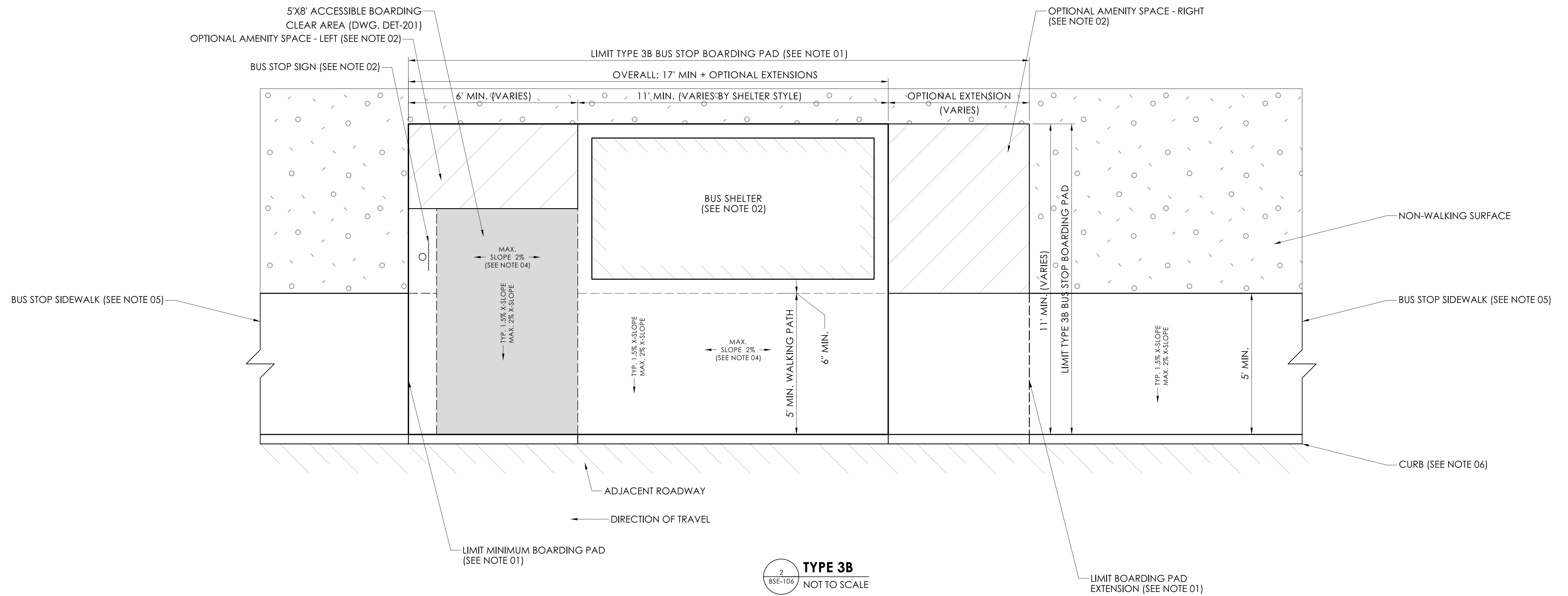
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PROJECT NUMBER: 0170-5016
PROJECT DESCRIPTION: BUS STOP ENHANCEMENT
TOWN(S): STATEWIDE
DRAWING TITLE: TYPE 3A; STOP WITH SHELTER - SIDEWALK OFFSET FROM CURB

DRAWING NO. BSE-105
SHEET NO. _____



TYPE 3B: BUS STOP WITH SHELTER - SIDEWALK ON CURB

NOTES

01. TYPE 2A BUS STOP BOARDING PAD TO CONSIST OF 5'X8' ACCESSIBLE BOARDING CLEAR AREA PLUS EXTENSIONS FOR A SHELTER AND OPTIONAL AMENITIES, TO BE PAID FOR UNDER PAY ITEM "BUS STOP BOARDING PAD". BOARDING PAD TO BE CONTINUOUS RECTANGULAR CONCRETE SURFACE WITH REGULARLY SPACED EXPANSION JOINS; OVERALL DIMENSIONS OF BUS STOP BOARDING PAD TO BE SPECIFIED ON SITE PLAN. SEE DWG. DET-201 FOR CONSTRUCTION DETAILS.

FOR A TYPE 3B CONFIGURATION, THE SIDEWALK IS GENERALLY BUILT DIRECTLY ALONG THE CURB LINE, AND A CLEAR WALKING PATH MUST BE PROVIDED BETWEEN SEATING AND AMENITIES, AND THE CURB OR OTHER OBSTACLES.

BUS STOPS WITH SHELTERS MUST BE BUILT ON A CURB. A 2' WIDE TACTILE WARNING SURFACE IS REQUIRED WHEN BOARDING PAD IS BUILT WITH A CURB REVEAL HEIGHT GREATER THAN A TYPICAL SIDEWALK (APPROXIMATELY 6").

02. SHELTER STYLE AND OPTIONAL AMENITIES TO BE SPECIFIED ON SITE PLAN. ALL AMENITIES ARE TO BE INSTALLED WITHIN LIMITS OF BUS STOP BOARDING PAD UNLESS OTHERWISE SPECIFIED. BOARDING PAD MAY BE EXTENDED TO ACCOMMODATE OPTIONAL AMENITY SPACES TO THE LEFT OR RIGHT OF SHELTER. A 5' MIN. WALKING PATH MUST BE MAINTAINED BETWEEN ALL FIXED AMENITIES, AND THE CURB, NON-WALKING SURFACES, OR OTHER OBSTACLES. SEE DET-203 FOR ADDITIONAL SHELTER REQUIREMENTS AND OPTIONS.

03. IF ADDITIONAL SEATING IS INSTALLED IN AMENITIES AREAS, THE REQUIREMENTS OF DET-202 APPLY, OR ANY DIMENSIONAL REQUIREMENTS OF THE PARTICULAR SEATING STYLE. SEATING AND ASSOCIATED LEG SPACE SHALL BE LOCATED OUTSIDE THE 5' MIN. WALKING PATH WHEN INSTALLED AT A STOP WITH A SHELTER.

04. BUS STOP BOARDING PAD AND SIDEWALKS TO HAVE TYPICAL CROSS SLOPE OF 1:66 (1.5%); MAX CROSS SLOPE 1:48 (2%). PARALLEL TO ROAD, BOARDING PAD TO BE LEVEL TO EXTENT FEASIBLE, TYPICALLY 1:48 (2%) OR LESS, BUT MAY MATCH ADJACENT ROADWAY GRADE; TYPE 3C CONFIGURATION MAY BE USED FOR STEEP GRADES, PARTICULARLY GREATER THAN 1:20 (5%). SIDEWALKS MAY MATCH ROADWAY GRADE.

05. UP TO 75' OF SIDEWALK MAY BE CONSTRUCTED OR RECONSTRUCTED UNDER PAY ITEM "BUS STOP SIDEWALK"; UP TO TWO ACCESSIBLE SIDEWALK CURB RAMPS MAY BE CONSTRUCTED OR RECONSTRUCTED WITHIN 250' OF ACCESSIBLE BOARDING CLEAR AREA UNDER PAY ITEM "BUS STOP SIDEWALK CURB RAMP"; SIDEWALK CURB RAMPS MUST BE LINKED TO BOARDING CLEAR AREA BY EXISTING OR PROPOSED ACCESSIBLE PATH. SIDEWALK CURB RAMP TYPE TO BE SPECIFIED ON SITE PLAN. ADDITIONAL SIDEWALK OR SIDEWALK CURB RAMPS TO BE PAID FOR UNDER PAY ITEM SPECIFIED ON SITE PLAN.

06. CURB TYPE AND HEIGHT OF REVEAL TO BE SPECIFIED ON SITE PLAN. INTEGRAL CONCRETE CURB TO BE PAID FOR UNDER PAY ITEM FOR ADJACENT "BUS STOP BOARDING PAD" OR "BUS STOP SIDEWALK"; UP TO 75' OF CONCRETE CURB MAY BE CONSTRUCTED OR RECONSTRUCTED WHEN SIDEWALK IS OMITTED OR OFFSET FROM CURB UNDER PAY ITEM "BUS STOP CONCRETE CURB". ALTERNATIVE OR ADDITIONAL CURB TO BE PAID FOR UNDER PAY ITEM SPECIFIED ON SITE PLAN. ROADWAY CUT OR EXCAVATED TO FACILITATE INSTALLATION OF BUS STOP BOARDING PAD, SIDEWALK, OR CONCRETE CURBING SHALL BE PATCHED TO FULL DEPTH OF EXISTING PAVEMENT AND SUBBASE.

07. IF BUS STOP BOARDING PAD IS BUILT FLUSH WITH ROADWAY, OR AT A CURB HEIGHT DIFFERENT THAN ADJACENT SIDEWALKS, SIDEWALKS TO TRANSITION IN DIRECTION OF TRAVEL TO MEET BOARDING PAD ELEVATION ACROSS ENTIRE WIDTH OF SIDEWALK AT A MAXIMUM SLOPE OF 1:20 (5%) OR LESS; SIDEWALK TRANSITIONS GREATER THAN 1:20 (5%) MUST BE TREATED AS ACCESSIBLE RAMPS, WITH REGULARLY SPACED LANDINGS, HAND RAILS, ETC., AS APPLICABLE; MAX. RAMP SLOPE 1:12 (8%), IF RAMP IS PROPOSED FOR A SPECIFIC LOCATION, DETAILS OF ALL PROPOSED RAMP COMPONENTS SHALL BE INCLUDED IN THE DESIGN PACKAGE. OPTIONAL SIDEWALK FLARE PREFERRED TO MATCH SEGMENT LENGTH AND TRANSITION SLOPE OF ADJACENT SIDEWALK; MAX FLARE SLOPE 1:10 (10%). CURBING IF PRESENT TO TRANSITION WITH SIDEWALK TO MEET BOARDING PAD ELEVATION. TRANSITIONS TO BE PAID FOR UNDER RESPECTIVE PAY ITEM FOR "BUS STOP SIDEWALK" OR "BUS STOP CONCRETE CURB".

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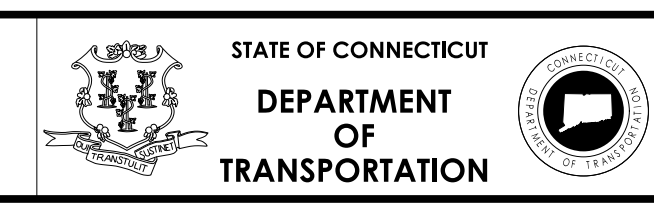
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GUIDE SHEETS PROVIDED IN CADD FORMAT MAY BE INCORPORATED INTO DESIGN PACKAGE AS SUPPORTING DETAILS; DESIGNER RESPONSIBLE FOR ENSURING GUIDE SHEETS ARE ADAPTED AS NECESSARY TO MEET PROJECT REQUIREMENTS. DESIGN PACKAGE, INCLUDING SITE PLAN AND SUPPORTING DETAILS, SHALL BE REVIEWED AND SIGNED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF CONNECTICUT.

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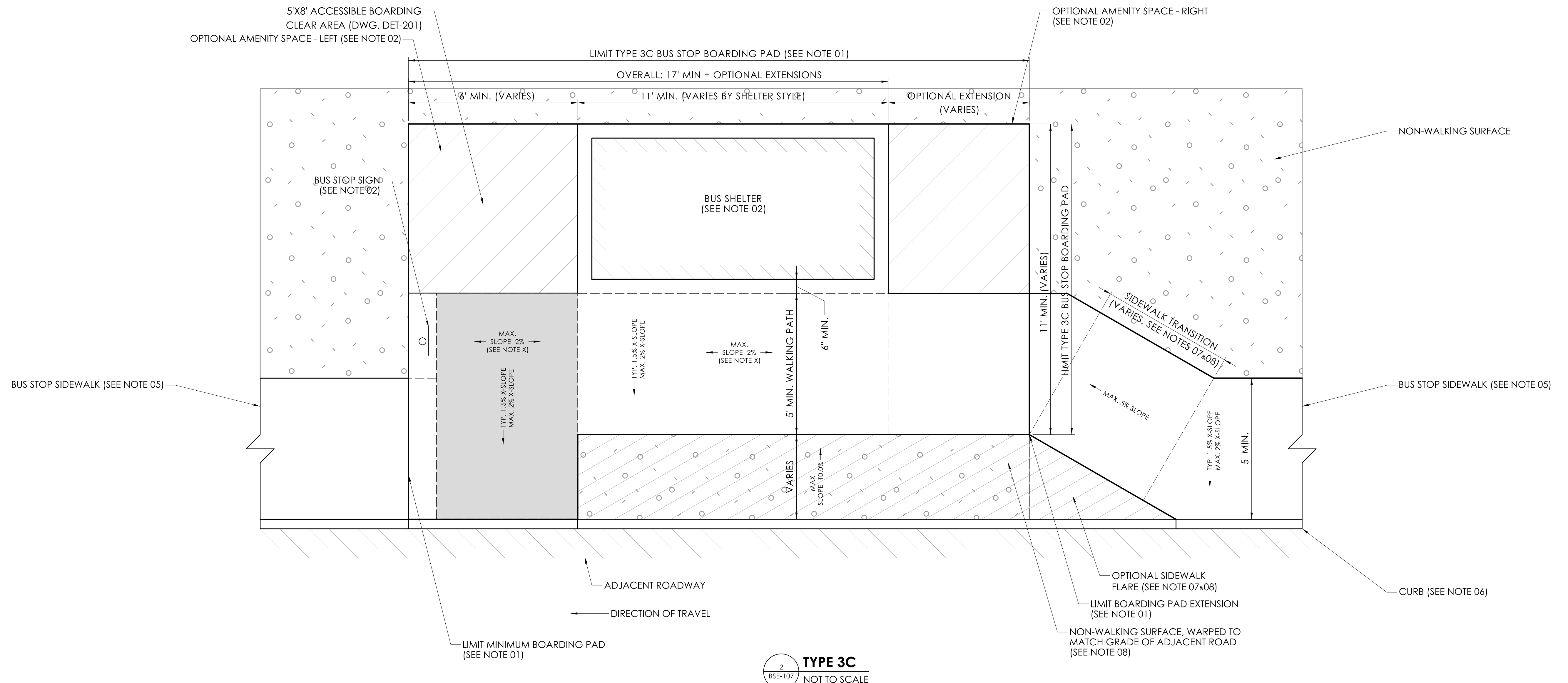
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
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PROJECT NUMBER: 0170-5016
PROJECT DESCRIPTION: BUS STOP ENHANCEMENT
TOWN(S): STATEWIDE
DRAWING TITLE: TYPE 3B: STOP WITH SHELTER - SIDEWALK ON CURB

DRAWING NO. BSE-106
SHEET NO.





TYPE 3C
 BSE-107 NOT TO SCALE
TYPE 3C: BUS STOP WITH SHELTER - OFFSET FOR STEEP GRADE

NOTES

01. TYPE 3C BUS STOP BOARDING PAD TO CONSIST OF 5'X8' ACCESSIBLE BOARDING CLEAR AREA PLUS EXTENSIONS FOR A SHELTER AND OPTIONAL AMENITIES. TO BE PAID FOR UNDER PAY ITEM "BUS STOP BOARDING PAD". BOARDING PAD TO BE CONTINUOUS RECTANGULAR CONCRETE SURFACE WITH REGULARLY SPACED EXPANSION JOINS; OVERALL DIMENSIONS OF BUS STOP BOARDING PAD TO BE SPECIFIED ON SITE PLAN. SEE DWG. DET-201 FOR CONSTRUCTION DETAILS.
02. SHELTER STYLE AND OPTIONAL AMENITIES TO BE SPECIFIED ON SITE PLAN. ALL AMENITIES ARE TO BE INSTALLED WITHIN LIMITS OF BUS STOP BOARDING PAD UNLESS OTHERWISE SPECIFIED. BOARDING PAD MAY BE EXTENDED TO ACCOMMODATE OPTIONAL AMENITY SPACES TO THE LEFT OR RIGHT OF SHELTER. A 5' MIN. WALKING PATH MUST BE MAINTAINED BETWEEN ALL FIXED AMENITIES, AND THE CURB, NON-WALKING SURFACES, OR OTHER OBSTACLES. SEE DET-203 FOR ADDITIONAL SHELTER REQUIREMENTS AND OPTIONS.
03. IF ADDITIONAL SEATING IS INSTALLED IN AMENITIES AREAS, THE REQUIREMENTS OF DET-202 APPLY, OR ANY DIMENSIONAL REQUIREMENTS OF THE PARTICULAR SEATING STYLE. SEATING AND ASSOCIATED LEG SPACE SHALL BE LOCATED OUTSIDE THE 5' MIN. WALKING PATH WHEN INSTALLED AT A STOP WITH A SHELTER.
04. BUS STOP BOARDING PAD AND SIDEWALKS TO HAVE TYPICAL CROSS SLOPE OF 1:66 (1.5%); MAX CROSS SLOPE 1:48 (2%), PARALLEL TO ROAD. BOARDING PAD TO BE LEVEL TO EXTENT FEASIBLE; RECOMMENDED MAX SLOPE OF 1:48 (2%) FOR TYPE 3C BOARDING PAD AND ACCESSIBLE BOARDING CLEAR AREA. SIDEWALKS MAY MATCH ROADWAY GRADE.
05. UP TO 75' OF SIDEWALK MAY BE CONSTRUCTED OR RECONSTRUCTED UNDER PAY ITEM "BUS STOP SIDEWALK"; UP TO TWO ACCESSIBLE SIDEWALK CURB RAMPS MAY BE CONSTRUCTED OR RECONSTRUCTED WITHIN 250' OF ACCESSIBLE BOARDING CLEAR AREA UNDER PAY ITEM "BUS STOP SIDEWALK CURB RAMP"; SIDEWALK CURB RAMPS MUST BE LINKED TO BOARDING CLEAR AREA BY EXISTING OR PROPOSED ACCESSIBLE PATH. SIDEWALK CURB RAMP TYPE TO BE SPECIFIED ON SITE PLAN. ADDITIONAL SIDEWALK OR SIDEWALK CURB RAMPS TO BE PAID FOR UNDER PAY ITEM SPECIFIED ON SITE PLAN.
06. CURB TYPE AND HEIGHT OF REVEAL TO BE SPECIFIED ON SITE PLAN. INTEGRAL CONCRETE CURB TO BE PAID FOR UNDER PAY ITEM FOR ADJACENT "BUS STOP BOARDING PAD" OR "BUS STOP SIDEWALK"; UP TO 75' OF CONCRETE CURB MAY BE CONSTRUCTED OR RECONSTRUCTED WHEN SIDEWALK IS OMITTED OR OFFSET FROM CURB UNDER PAY ITEM "BUS STOP CONCRETE CURB". ALTERNATIVE OR ADDITIONAL CURB TO BE PAID FOR UNDER PAY ITEM SPECIFIED ON SITE PLAN. ROADWAY CUT OR EXCAVATED TO FACILITATE INSTALLATION OF BUS STOP BOARDING PAD, SIDEWALK, OR CONCRETE CURBING SHALL BE PATCHED TO FULL DEPTH OF EXISTING PAVEMENT AND SUBBASE.
07. IF BUS STOP BOARDING PAD IS BUILT FLUSH WITH ROADWAY, OR AT A CURB HEIGHT DIFFERENT THAN ADJACENT SIDEWALKS, SIDEWALKS TO TRANSITION IN DIRECTION OF TRAVEL TO MEET BOARDING PAD ELEVATION ACROSS ENTIRE WIDTH OF SIDEWALK AT A MAXIMUM SLOPE OF 1:20 (5%) OR LESS; SIDEWALK TRANSITIONS GREATER THAN 1:20 (5%) MUST BE TREATED AS ACCESSIBLE RAMPS, WITH REGULARLY SPACE LANDINGS, HAND RAILS, ETC. AS APPLICABLE; MAX. RAMP SLOPE 1:12 (8%). IF RAMP IS PROPOSED FOR A SPECIFIC LOCATION, DETAILS OF ALL PROPOSED RAMP COMPONENTS SHALL BE INCLUDED IN THE DESIGN PACKAGE. OPTIONAL SIDEWALK FLARE PREFERRED TO MATCH SEGMENT LENGTH AND TRANSITION SLOPE OF ADJACENT SIDEWALK; MAX FLARE SLOPE 1:10 (10%). CURBING IF PRESENT TO TRANSITION WITH SIDEWALK TO MEET BOARDING PAD ELEVATION. TRANSITIONS TO BE PAID FOR UNDER RESPECTIVE PAY ITEM FOR "BUS STOP SIDEWALK" OR "BUS STOP CONCRETE CURB".
08. FOR TYPE 3C, THE MAXIMUM RECOMMENDED SLOPE FOR THE WARPED NON-WALKING SURFACE IS 1:10 (10%); SAFETY RAILINGS AND/OR RETAINING WALLS MAY BE REQUIRED FOR STEEPER SLOPES, TO BE PAID FOR UNDER PAY ITEM SPECIFIED ON SITE PLAN. NON-WALKING SURFACE MAY BE WARPED TO MATCH ELEVATION OF ADJACENT ROADWAY.

ADVISORY NOTE

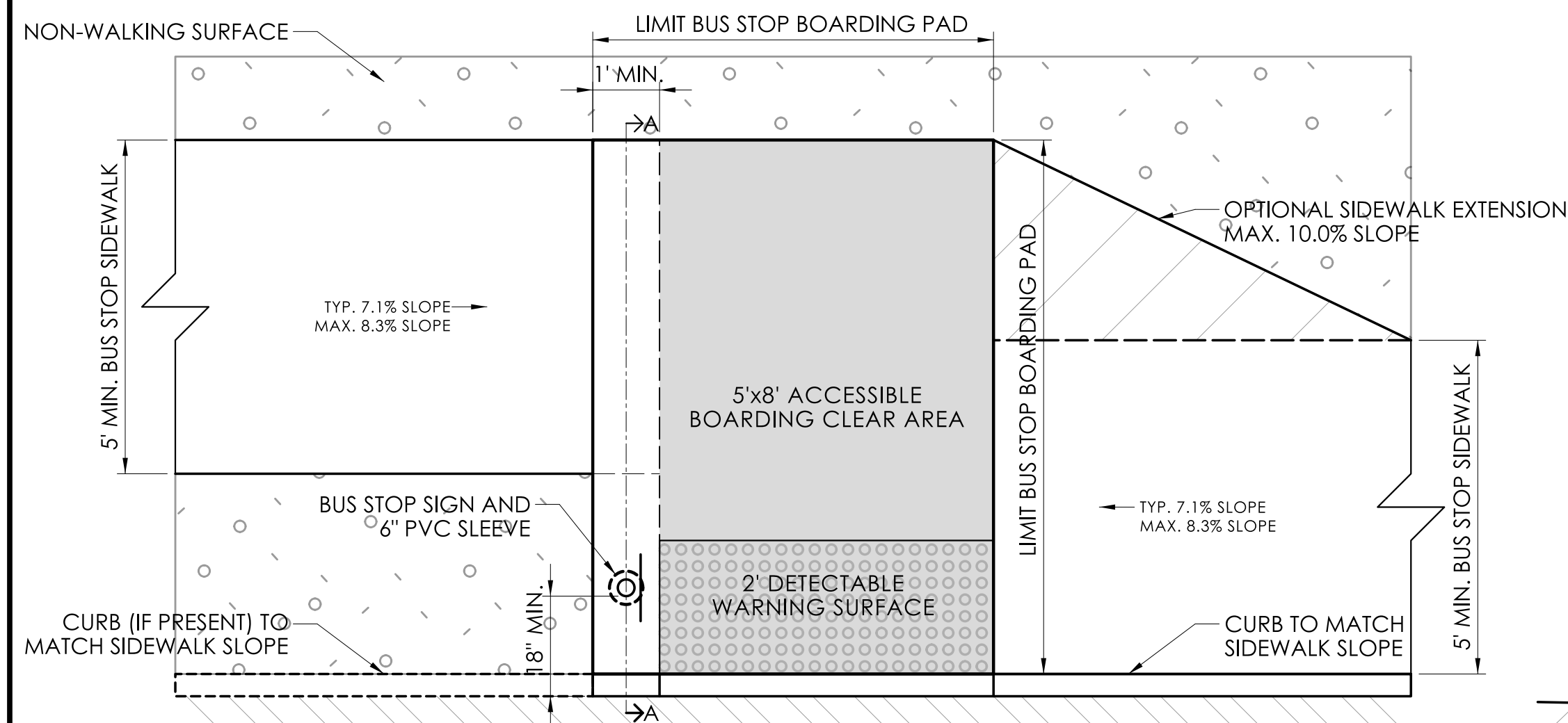
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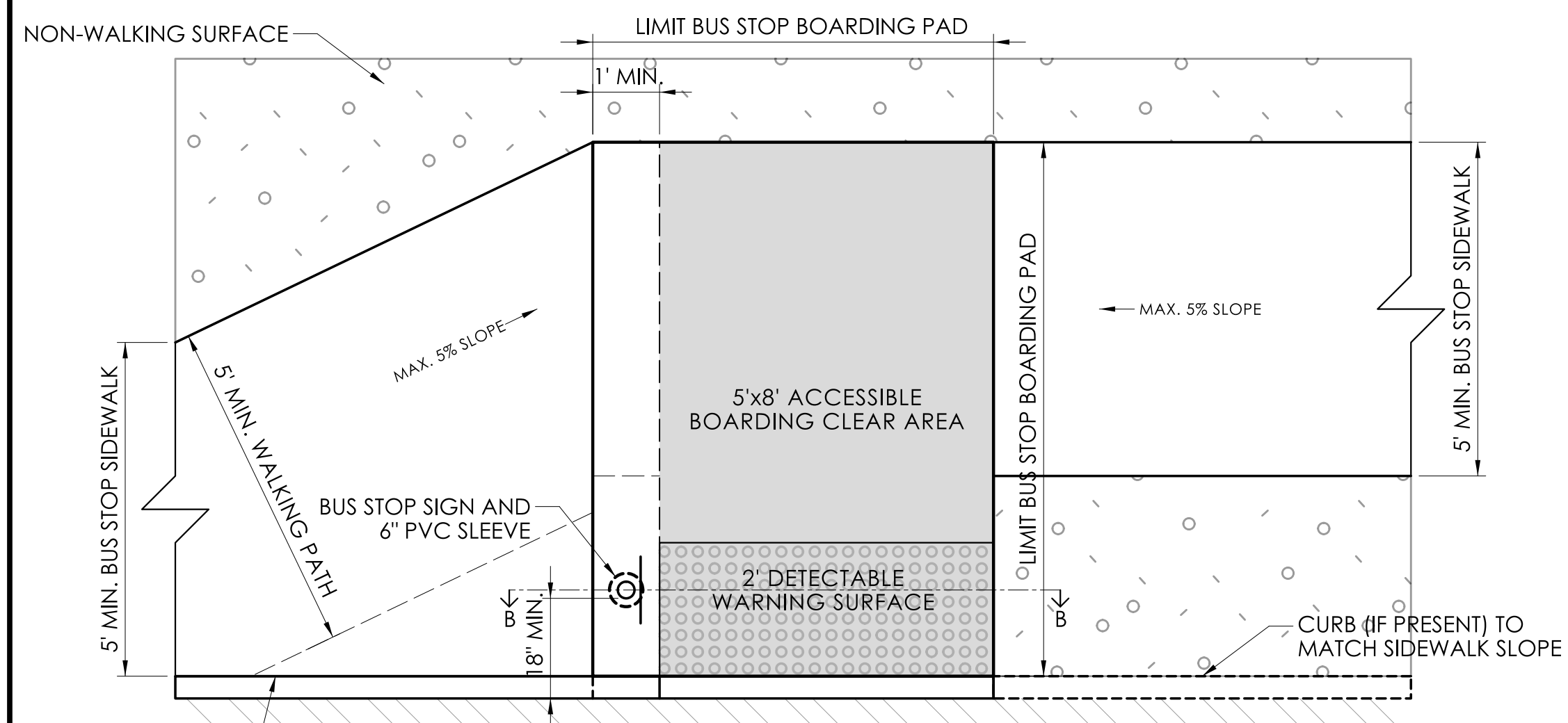
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BUS STOP BOARDING PAD, SIGN, AND SIDEWALK DETAILS

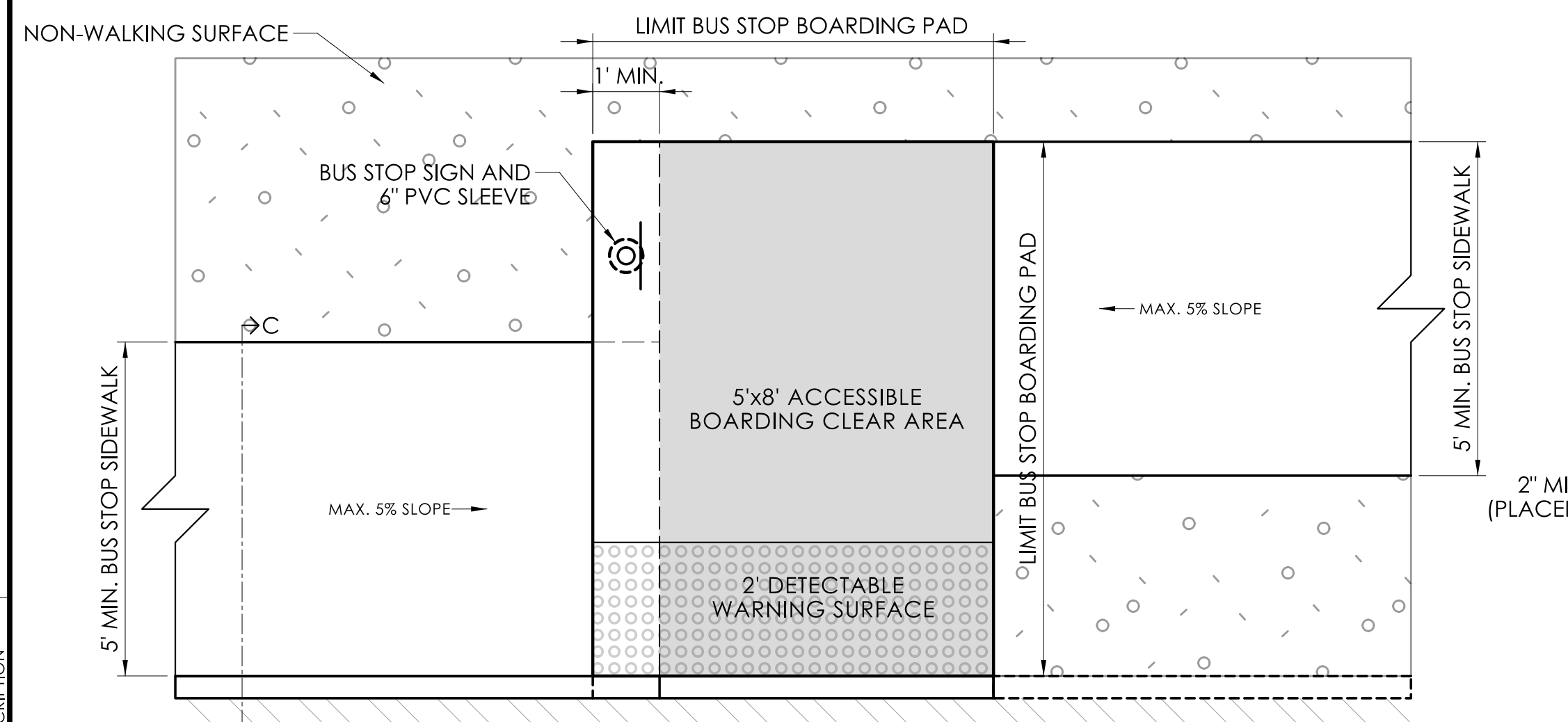
BUS STOP BOARDING PAD, SIGN, AND SIDEWALK NOTES



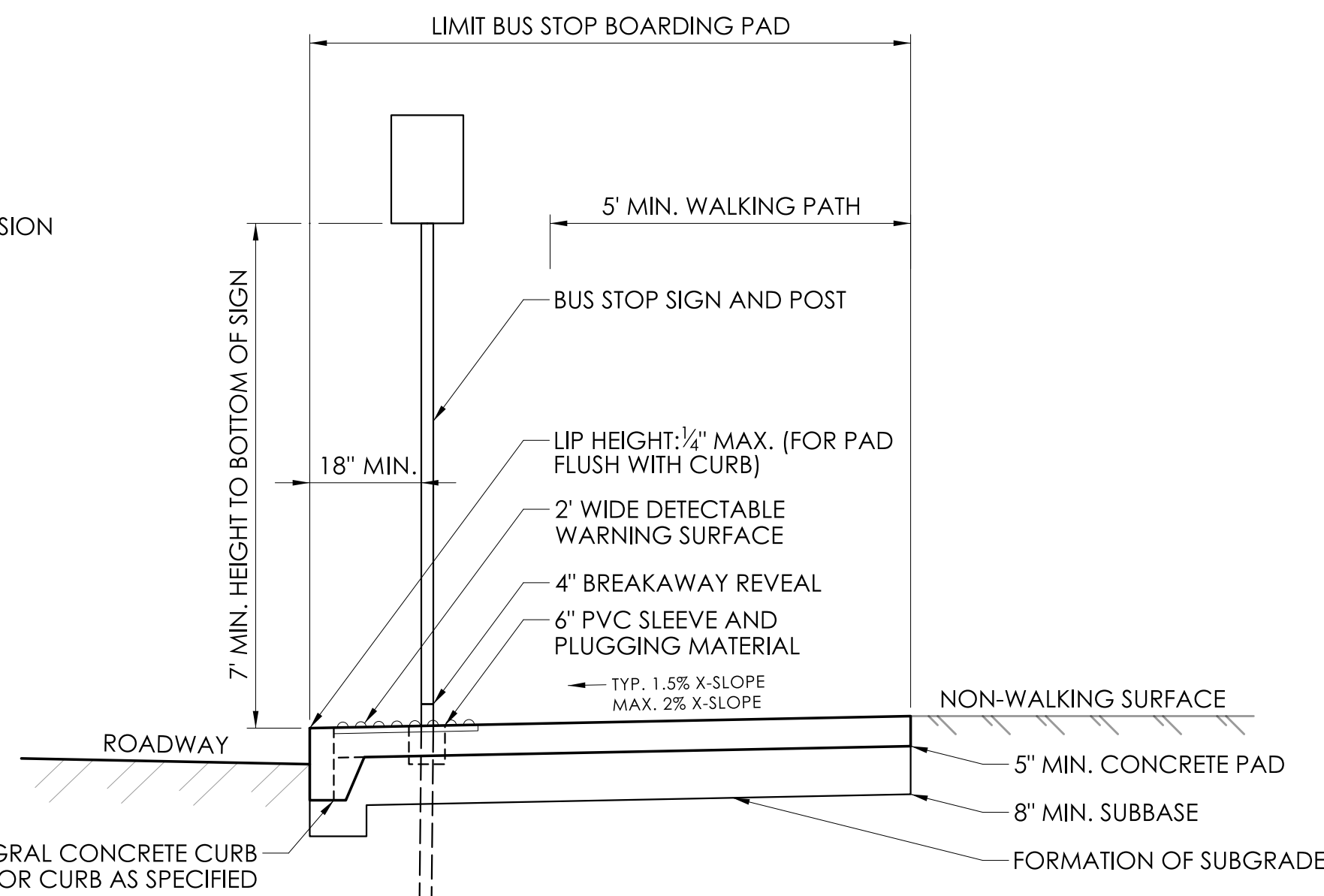
CURBSIDE SIGN - LEFT POSITION - SIDEWALK OFFSET FROM CURB (PREFERRED)
NOT TO SCALE



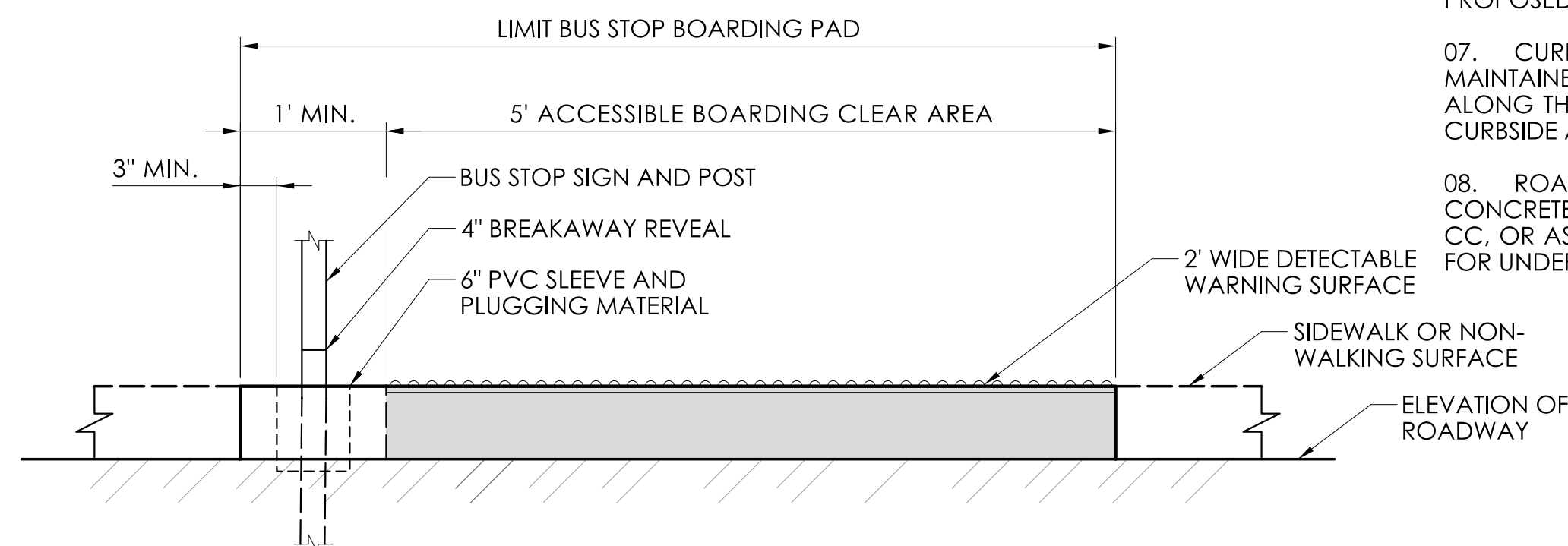
CURBSIDE SIGN - LEFT POSITION - SIDEWALK ON CURB (PREFERRED)
NOT TO SCALE



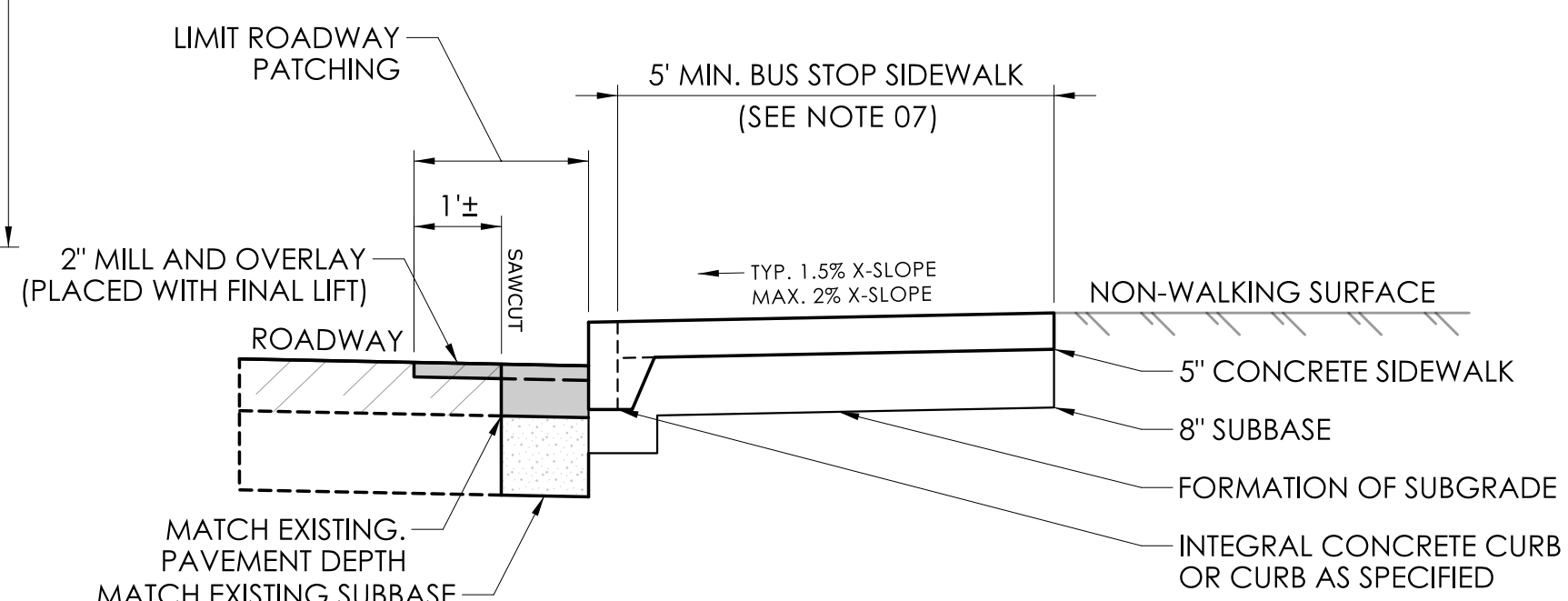
REAR SIGN - LEFT POSITION - SIDEWALK ON CURB (ACCEPTABLE)
NOT TO SCALE



SECTION AA - CURBSIDE SIGN - PERPENDICULAR TO ROADWAY
NOT TO SCALE



SECTION BB - CURBSIDE SIGN - PARALLEL TO ROADWAY
NOT TO SCALE



SECTION CC - BUS STOP SIDEWALK - PERPENDICULAR TO ROADWAY
NOT TO SCALE

01. BUS STOP BOARDING PAD TO CONSIST OF A RECTANGULAR CONCRETE PAD OF MINIMUM 5' WIDE ALONG CURB, BY 8' PERPENDICULAR TO CURB, WHICH MAY BE EXTENDED AWAY FROM CURB OR PARALLEL TO CURB TO ACCOMMODATE AMENITIES APPROPRIATE TO THE PROPOSED STOP TYPE. BOARDING PAD MUST INCLUDE A 5'x8' ACCESSIBLE BOARDING CLEAR AREA, FREE OF FIXED AMENITIES, WITH AN ACCESSIBLE WALKING PATH PROVIDING ACCESS FROM THE PUBLIC STREET TO THE BOARDING CLEAR AREA. MAXIMUM CROSS SLOPE OF THE BUS STOP BOARDING PAD IS 2%. BUS STOP BOARDING PAD, INCLUDING EXCAVATION, CONCRETE, SUBBASE, AND PREPARATION OF SUBGRADE TO BE PAID FOR UNDER PAY ITEM "BUS STOP BOARDING PAD".

02. BUS STOP BOARDING PAD WITH RAISED CURB ALONG ROADWAY IS THE PREFERRED DESIGN FOR ALL BUS STOP TYPES; HEIGHT OF CURB REVEAL TO BE SPECIFIED ON SITE PLAN. TYPE 1 AND TYPE 2 BUS STOP TYPES MAY BE CONSTRUCTED FLUSH WITH ROADWAY DUE TO SPACE CONSTRAINTS; TYPE 3 AND TYPE 4 STOPS MUST HAVE A CURB. WHEN SIDEWALK MUST TRANSITION MATCH THE ELEVATION OF A FLUSH OR RAISED BOARDING PAD, THE TYPICAL SLOPE IS 1:14 (7.1%); MAXIMUM SLOPE IS 1:12 (8.3%). ALL BUS STOP BOARDING PADS WITH A CURB MUST BE LINKED BY AN ACCESSIBLE WALKING PATH TO AN EXISTING OR PROPOSED SIDEWALK CURB RAMP PROVIDING ACCESS TO THE PUBLIC STREET WITHIN 250'.

03. THE ACCESSIBLE BOARDING CLEAR AREA SHOULD TYPICALLY BE LOCATED ON THE LEFT MOST EDGE OF THE BUS STOP BOARDING PAD. WHEN SPACE PERMITS, BOARDING CLEAR AREA SHOULD BE A MINIMUM OF 50' LEFT (UP-STREET) OR 20' RIGHT (DOWN-STREET) OF ANY INTERSECTING PUBLIC STREET OR COMMERCIAL DRIVEWAY.

04. WHEN A BUS STOP SIGN IS PROVIDED, IT IS PREFERRED THAT THE SIGN BE INSTALLED WITHIN THE BUS STOP BOARDING PAD TO PREVENT WEED GROWTH; PAD MAY BE EXTENDED 1' MINIMUM ALONG CURB FOR SIGN. BOTTOM OF SIGN TO BE 7' MINIMUM ABOVE BUS STOP BOARDING PAD, AND BE INSTALLED ACCORDING TO CTDOT STANDARD DRAWING TR-1208_02, AND DETAILS ON THIS SHEET. BUS STOP SIGN AND INSTALLATION TO BE PAID FOR UNDER PAY ITEM "BUS STOP SIGN". A TRANSIT PROVIDER MAY ALSO SUBSTITUTE AN ALTERNATIVE SIGN CONSISTENT OTHER BUS STOPS IN THEIR NETWORK.

05. WHERE SPACE PERMITS, THE BUS STOP SIGN SHOULD BE LOCATED IMMEDIATELY ADJACENT TO THE ACCESSIBLE BOARDING CLEAR AREA; SEE DETAILS THIS SHEET FOR AVAILABLE BUS STOP SIGN POSITIONS. BUS STOP SIGN POSITION TO BE DETERMINED BASED ON SPATIAL CONSTRAINTS OF BUS STOP LOCATION, AND MAY BE USED FOR ANY STOP TYPE.

THE PREFERRED POSITION IS CURBSIDE IMMEDIATELY TO THE LEFT OF THE BOARDING AREA. A 5' CLEAR WALKING PATH MUST BE AVAILABLE BEHIND THE SIGN FOR CURBSIDE POSITIONS. IF SPACE FOR A CLEAR WALKING PATH BEHIND THE SIGN IS NOT AVAILABLE, IT IS ACCEPTABLE TO PLACE SIGN IN THE REAR POSITION. THE CURBSIDE RIGHT AND REAR RIGHT POSITIONS ARE DISCOURAGED, AS THE SIGN IS FACING AWAY AND NOT READILY VISIBLE TO PASSENGERS WAITING IN THE BOARDING AREA; THE CURBSIDE RIGHT POSITION MAY ALSO LIMIT VISIBILITY OF WAITING PASSENGERS TO TRAFFIC.

06. WHEN THE BUS STOP BOARDING PAD IS INSTALLED FLUSH WITH ROADWAY, OR ON A CURB WITH REVEAL HEIGHT GREATER THAN A STANDARD SIDEWALK (APPROXIMATELY 6"), A 2' WIDE ACCESSIBLE WARNING SURFACE MUST BE INSTALLED PARALLEL TO THE CURB, TO BE PAID FOR UNDER PAY ITEM "BUS STOP DETECTABLE WARNING SURFACE". WARNING SURFACE IS OPTIONAL FOR CURBS AT SIDEWALK HEIGHT. SURFACE IS TO BE EMBEDDED ACCORDING TO THE MANUFACTURER'S SPECIFICATION ALONG THE ENTIRE LENGTH OF THE BOARDING PAD. A SHORT SEGMENT OF WARNING SURFACE MAY BE OMITTED BETWEEN THE BUS STOP SIGN AND CURB WHERE INSTALLATION OF THE SIGN MAY DAMAGE THE WARNING SURFACE. SIDEWALK TO TRANSITION TO BOARDING PAD ELEVATION AT A MAXIMUM 1:20 (5%) SLOPE; STEEPER TRANSITIONS MUST BE TREATED AS AN ACCESSIBLE RAMP, WITH REGULARLY SPACE LANDINGS, HAND RAILS, ETC. AS APPLICABLE; MAX. RAMP SLOPE 1:12 (8%). IF RAMP IS PROPOSED FOR A SPECIFIC LOCATION, DETAILS OF ALL PROPOSED RAMP COMPONENTS SHALL BE INCLUDED IN THE DESIGN PACKAGE.

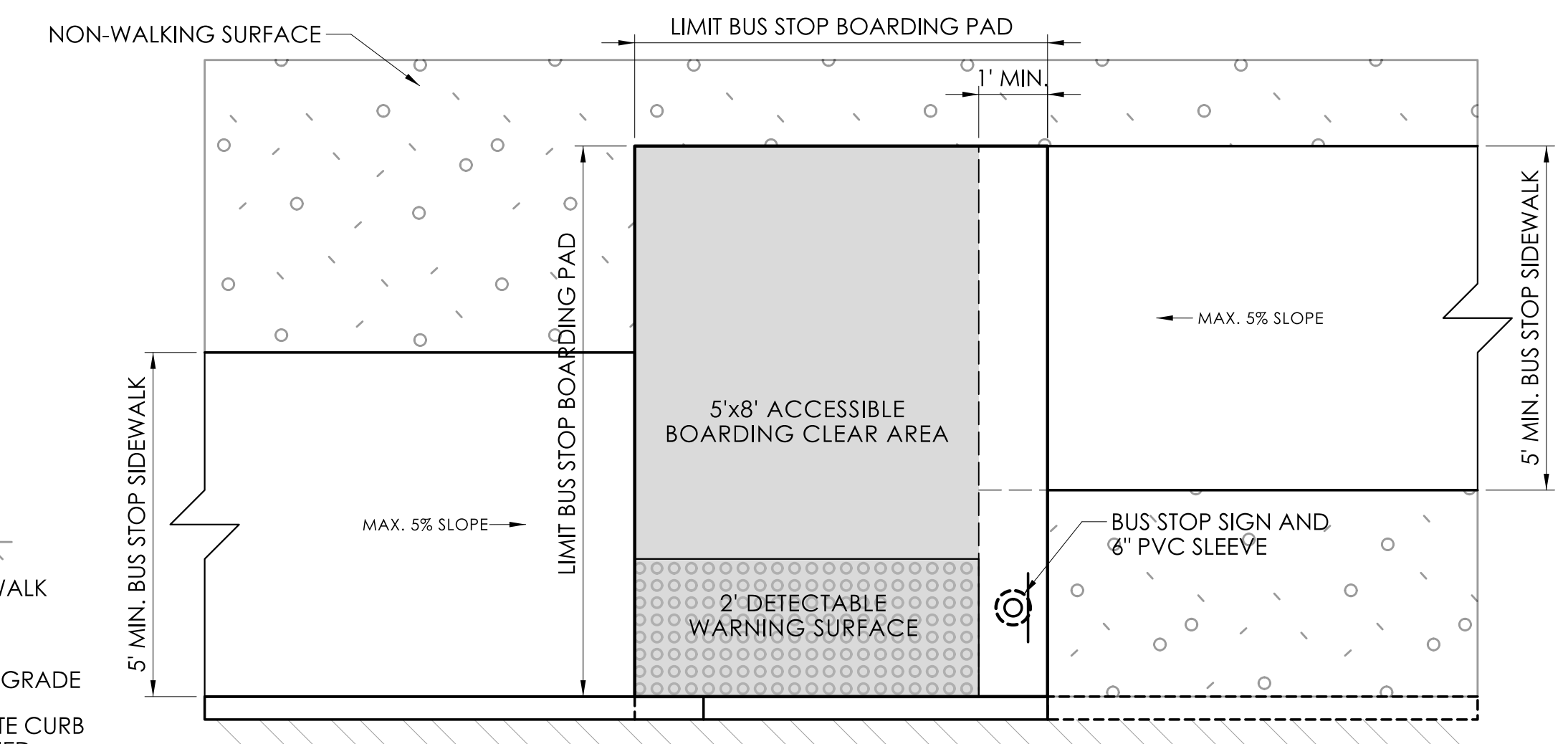
07. CURBSIDE AMENITIES ARE NOT PERMITTED WITHIN THE SIDEWALK UNLESS THE 5' MINIMUM WALKING PATH CAN BE MAINTAINED. WHERE SPACE PERMITS, IT IS DESIRABLE THAT SIDEWALKS BE OFFSET FROM THE CURB, OR BE 8' OR WIDER ALONG THE CURB TO ACCOMMODATE THE 5' MINIMUM CLEAR WALKING PATH AND POTENTIAL CURBSIDE AMENITIES. CURBSIDE AMENITIES ARE TO HAVE MINIMUM LATERAL OFFSET 18" FROM CURB LINE.

08. ROADWAY CUT OR EXCAVATED TO FACILITATE INSTALLATION OF BUS STOP BOARDING PAD, SIDEWALK, OR CONCRETE CURBING SHALL BE PATCHED TO FULL DEPTH OF EXISTING PAVEMENT AND SUBBASE AS SHOWN IN SECTION CC, OR AS DIRECTED BY THE ENGINEER. SUBBASE SHALL BE COMPACTED TO PREVENT SETTLING. PATCHING TO BE PAID FOR UNDER PAY ITEM FOR ADJACENT BUS STOP WORK OR SPECIFIED ON SITE PLAN.

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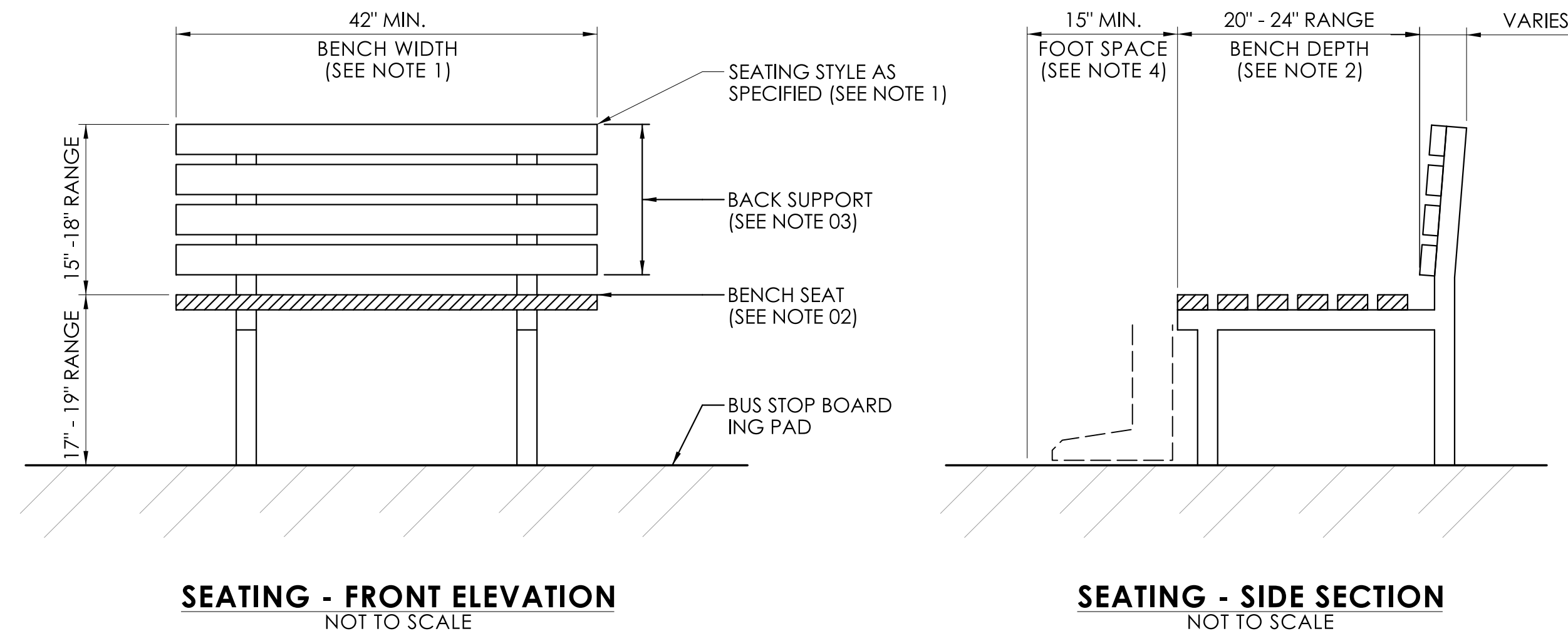
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CURBSIDE SIGN - RIGHT POSITION - SIDEWALK ON CURB (DISCOURAGED)
NOT TO SCALE

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BUS STOP SEATING DETAILS



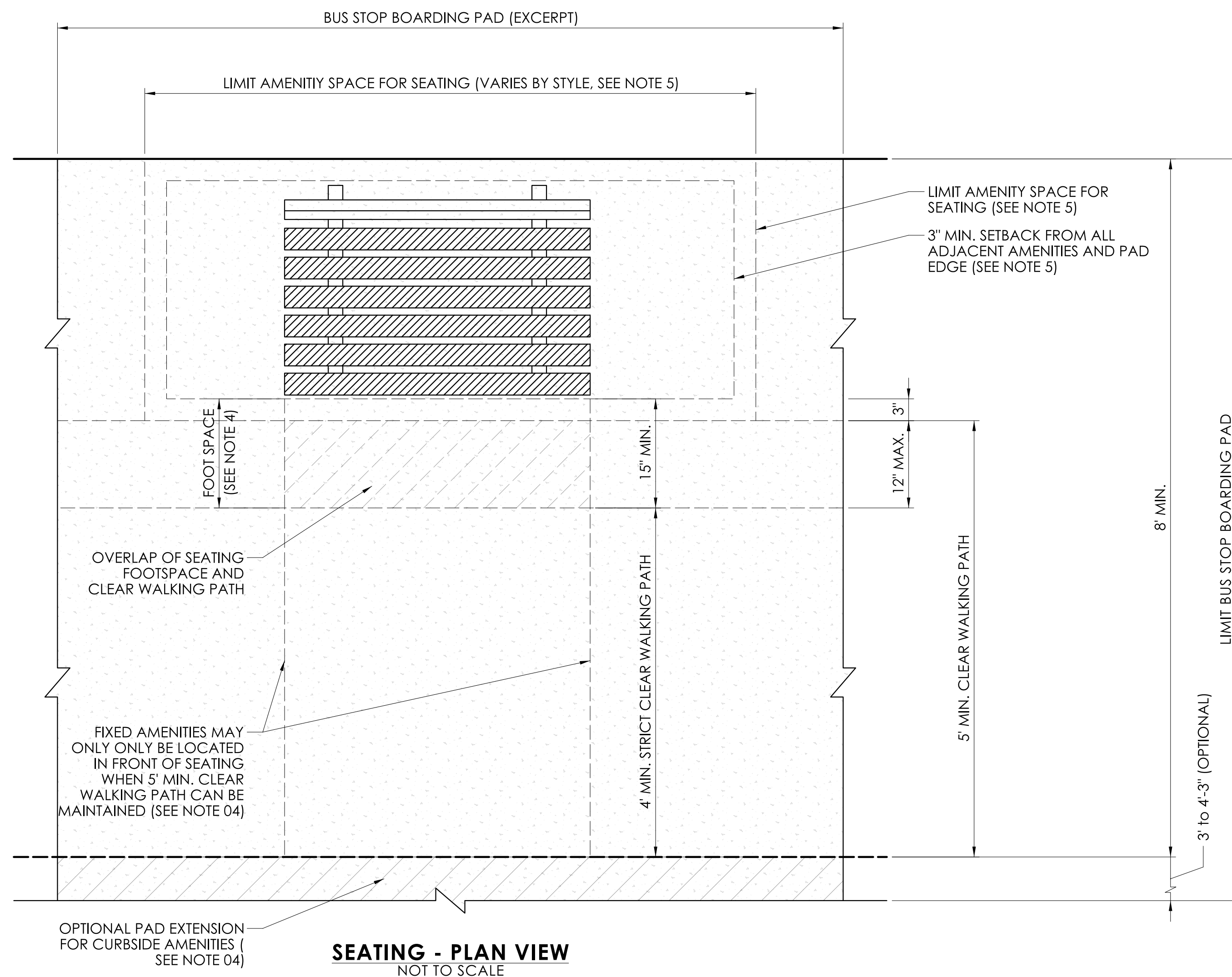
BUS STOP SEATING NOTES

01. SEATING STYLE TO BE SPECIFIED ON SITE PLAN. MINIMUM SEATING WIDTH IS 42" TO ACCOMMODATE APPROXIMATELY 2 PERSONS; 72" WIDTH OR GREATER TO ACCOMMODATE 3 OR MORE PERSONS PREFERRED. 42" WIDTH DOES NOT APPLY TO SINGLE-SEAT STYLES. SEATING TO BE BOLTED OR OTHERWISE FIXED IN PLACE TO BOARDING PAD SURFACE ACCORDING TO MANUFACTURER'S SPECIFICATIONS. BUS STOP SEATING STYLE ON DETAIL SHEET IS FOR ILLUSTRATION OF MINIMUM DIMENSIONS ONLY; SEE SPECIFICATIONS FOR CHOSEN SEATING STYLE FOR ADDITIONAL INFORMATION.
02. HEIGHT OF BENCH SEAT IS ABOVE BOARDING PAD IS 17" MINIMUM AND 19" MAXIMUM HEIGHT. DEPTH OF BENCH SEAT TO BE 20" MINIMUM AND 24" MAXIMUM. THE BENCH SEAT MAY SLOPE OR CURVE FOR ERGONOMICS OR COMFORT WITHIN THIS RANGE. PER MANUFACTURER'S SPECIFICATIONS. LOW OUTDOOR WALLS OR OTHER FIXTURES MEETING THESE HEIGHT AND DEPTH REQUIREMENTS MAY BE USED FOR SEATING. MINIMUM DEPTH MAY NOT APPLY TO SINGLE-SEAT STYLES.
03. BACK SUPPORT IS PREFERRED FOR SEATING. WHEN BACK SUPPORT IS PROVIDED, A HEIGHT WITHIN A 15" TO 18" RANGE ABOVE THE BENCH SEAT IS DESIRABLE, THOUGH THIS HEIGHT MAY VARY BASED ON SEATING STYLE. THE BACK SUPPORT MAY SLOPE OR CURVE FOR ERGONOMICS OR COMFORT, PER MANUFACTURER'S SPECIFICATIONS. FIXED SEATING WITHOUT BUILT-IN BACK SUPPORT MAY BE PLACED ADJACENT TO DURABLE WALLS OR OTHER APPROPRIATE STRUCTURES TO ACHIEVE BACK SUPPORT; FOR PASSENGER COMFORT OR TO PROTECT WALL OR STRUCTURE, A BACK SUPPORT SURFACE MAY BE MOUNTED TO WALL OR STRUCTURE BEHIND SEATING.
04. A 15" MINIMUM CLEAR FOOT SPACE IS REQUIRED IN FRONT OF ALL SEATING TYPES. FOOT SPACE MAY NOT OVERLAP MORE THAN 1' INTO THE 5' CLEAR WALKING PATH OF THE BUS STOP BOARDING PAD; A STRICT 4' MINIMUM CLEAR WALKING PATH IN FRONT OF FOOT SPACE IS REQUIRED IN SUCH CASES. IT IS PREFERRED THAT FOOT SPACE BE LOCATED ENTIRELY OUTSIDE OF THE 5' CLEAR WALKING PATH. BUS STOP SIGNS, LIGHT FIXTURES, OR OTHER FIXED AMENITIES MAY ONLY BE LOCATED IN FRONT OF SEATING WHEN 5' CLEAR WALKING PATH IS MAINTAINED BETWEEN FOOT SPACE AND CURB. WHERE SPACE PERMITS, IT IS DESIRABLE TO EXTEND THE BUS STOP BOARDING PAD AWAY FROM THE CURB TO ALLOW 8' BETWEEN THE SEATING OR FOOT SPACE AND CURB TO ACCOMMODATE THE 5' MINIMUM CLEAR WALKING PATH AND POTENTIAL CURBSIDE AMENITIES. CURBSIDE AMENITIES ARE TO HAVE MINIMUM LATERAL OFFSET 18" FROM CURB LINE.
05. SEATING TO BE INSTALLED WITH A MINIMUM SETBACK OF 3" FROM EDGE OF BUS STOP BOARDING PAD, BUS STOP BOARDING CLEAR AREA, CLEAR WALKING PATHS THROUGH BOARDING PAD, AND OTHER AMENITIES PLACED IN OPTIONAL SPACES PROVIDED IN BUS STOP TYPE. SEATING AND OTHER AMENITIES SHOULD BE POSITIONED WITHIN DESIGNATED AMENITIES SPACE TO MAXIMIZE CLEAR WALKING SPACE ON BOARDING PAD.

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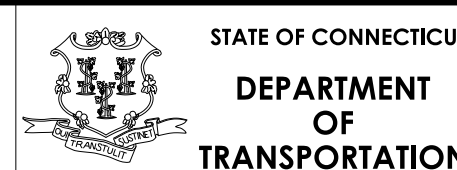
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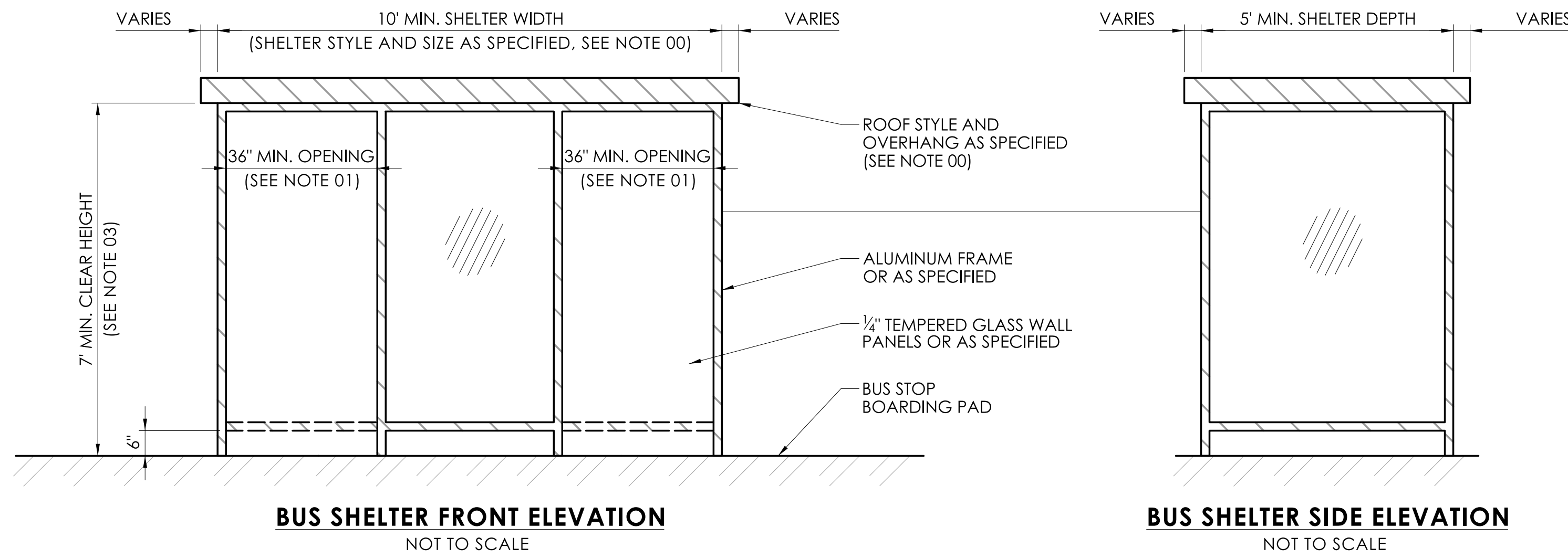
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PROJECT NUMBER: 0170-5016
PROJECT DESCRIPTION: BUS STOP ENHANCEMENT
TOWN(S): STATEWIDE
DRAWING TITLE: BUS STOP SEATING DETAILS

DRAWING NO.
DET-202
SHEET NO.

BUS STOP SHELTER DETAILS



BUS STOP SHELTER NOTES

01. BUS SHELTER STYLE AND SIZE TO BE SPECIFIED ON SITE PLAN. STANDARD SHELTER PLACEMENT IS BEHIND THE SIDEWALK WITH THE OPENINGS FACING THE STREET. DUE TO SPACE CONSTRAINTS OR OTHER CONSIDERATIONS, THE SHELTER OPENING MAY BE PLACED "REAR-FACING" BETWEEN SIDEWALK AND STREET. MINIMUM SHELTER DIMENSIONS ARE 10' WIDE BY 5' DEEP FOR ENCLOSED SHELTER STYLES. A MINIMUM OF TWO OPENINGS FOR ACCESS ARE REQUIRED THAT FACE THE CLEAR WALKING PATH; ALL OPENINGS MUST BE ALONG THE SAME WALL TO AVOID A "WIND TUNNEL" EFFECT. MINIMUM STANDARD OPENING SIZE IS 36"; 42" INCHES OR GREATER PREFERRED. THE CLEAR WIDTH OF ALL OPENINGS MUST BE NO LESS THAN 32". STANDARD SHELTER MATERIALS ARE 1#4 "TEMPERED GLASS WALL PANELS AND ALUMINUM FRAME, UNLESS OTHERWISE SPECIFIED BY MANUFACTURER. BUS STOP SHELTER STYLE ON DETAIL SHEET IS FOR ILLUSTRATION OF MINIMUM DIMENSIONS ONLY; SEE SPECIFICATIONS FOR CHOSEN SHELTER STYLE FOR ADDITIONAL INFORMATION.

04. WHEN BUS SHELTER IS PLACED ADJACENT TO A BUILDING, RETAINING WALL, OR OTHER STRUCTURE, A 1" MINIMUM SETBACK IS REQUIRED BETWEEN ALL PORTIONS OF THE BUS SHELTER (INCLUDING THE ROOF OVERHANG) AND THE BUILDING LINE FOR MAINTENANCE AND CLEANING ACCESS; WHERE SPACE PERMITS, TWO OR MORE FEET ARE DESIRABLE. SHELTER MUST NOT OBSTRUCT BUILDING ENTRANCES; NOR SHOULD SHELTER UNDULY OBSTRUCT WINDOWS OR OTHER ARCHITECTURAL DETAILS. IT IS PREFERRED THAT THE SETBACK AREA BEHIND THE SHELTER BE PAVED WITH CONCRETE OR ANOTHER SUITABLE MATERIAL, UNLESS THERE ARE DRAINAGE OR STRUCTURAL DESIGN CONSIDERATIONS. FOR REAR-FACING SHELTERS, A 12" SETBACK BETWEEN THE CLEAR WALKING PATH AND BUILDING LINE IS RECOMMENDED, BUT MAY BE OMITTED DUE TO SPACE CONSTRAINTS.

02. A 6" MINIMUM SETBACK IS REQUIRED AROUND THE OUTER WALLS OF THE SHELTER, SEPARATING THE SHELTER FROM ADJACENT PEDESTRIAN SPACES, FROM THE EDGE OF THE BOARDING PAD, AND FROM OTHER AMENITIES TO ACCOUNT FOR MINOR DESIGN VARIATIONS. BUS SHELTER AND REQUIRED SETBACK IS TO BE LOCATED ENTIRELY OUTSIDE OF THE 5' CLEAR WALKING AND OUTSIDE OF THE ACCESSIBLE BOARDING CLEAR AREA. OBJECTS SUCH AS EXISTING OR PROPOSED UTILITIES, LIGHTING, OR OTHER AMENITIES MUST NOT OBSTRUCT THE 5' MINIMUM CLEAR WALKING PATH BETWEEN THE SHELTER AND CURB, WHERE SPACE PERMITS, IT IS DESIRABLE TO EXTEND THE BUS STOP BOARDING PAD AWAY FROM THE CURB TO ALLOW 8' BETWEEN THE SHELTER AND CURB TO ACCOMMODATE THE 5' MINIMUM CLEAR WALKING PATH AND POTENTIAL CURBSIDE AMENITIES. CURBSIDE AMENITIES ARE TO HAVE MINIMUM LATERAL OFFSET 18" FROM CURB LINE. FOR REAR-FACING SHELTERS, THE 6" SETBACK ON THE STREET SIDE MAY BE OMITTED IF ALL PARTS OF THE SHELTER ARE OUTSIDE THE 18" LATERAL OFFSET FROM THE CURB.

05. A 36" X 48" ACCESSIBLE WAITING AREA MUST BE PROVIDED INSIDE THE SHELTER ON THE SIDE CLOSEST TO THE ACCESSIBLE BOARDING CLEAR AREA OF THE BOARDING PAD; 48" DIMENSION SHOULD BE ALONG THE REAR WALL OF THE SHELTER. ROUTE SCHEDULES, MAPS, OR OTHER RIDER INFORMATION MAY BE POSTED ON WALLS NEXT TO ACCESSIBLE WAITING AREA, PROVIDED THE MINIMUM DIMENSIONS ARE MET FREE OF ALL OBSTACLES OR INTRUSIONS. PATH FROM OPENING TO CLEAR WAITING AREA MUST ALSO BE FREE OF OBSTACLES OR INTRUSIONS.

03. FOR APPLICABLE SHELTER STYLES, THE ROOF STYLE IS TO BE SPECIFIED ON THE SITE PLAN. THE OVERHANG OF THE ROOF MUST HAVE A CLEAR HEIGHT AT LEAST 7' ABOVE THE BOARDING PAD. THE OVERHANG OF THE SHELTER ROOF LINE MAY OCCUPY THE 6" MINIMUM SETBACK AREA; CANTILEVERED ROOF STYLES MAY OVERHANG THE CLEAR WALKING PATH; IT IS PREFERRED THAT THE CANTILEVERED ROOF NOT OVERHANG ACCESSIBLE BOARDING CLEAR AREA. THE BOTTOM OF WALL PANELS ARE TO BE 4" TO 6" ABOVE THE BOARDING PAD TO ALLOW STORMWATER DRAINAGE AND PREVENT THE ACCUMULATION OF DEBRIS.

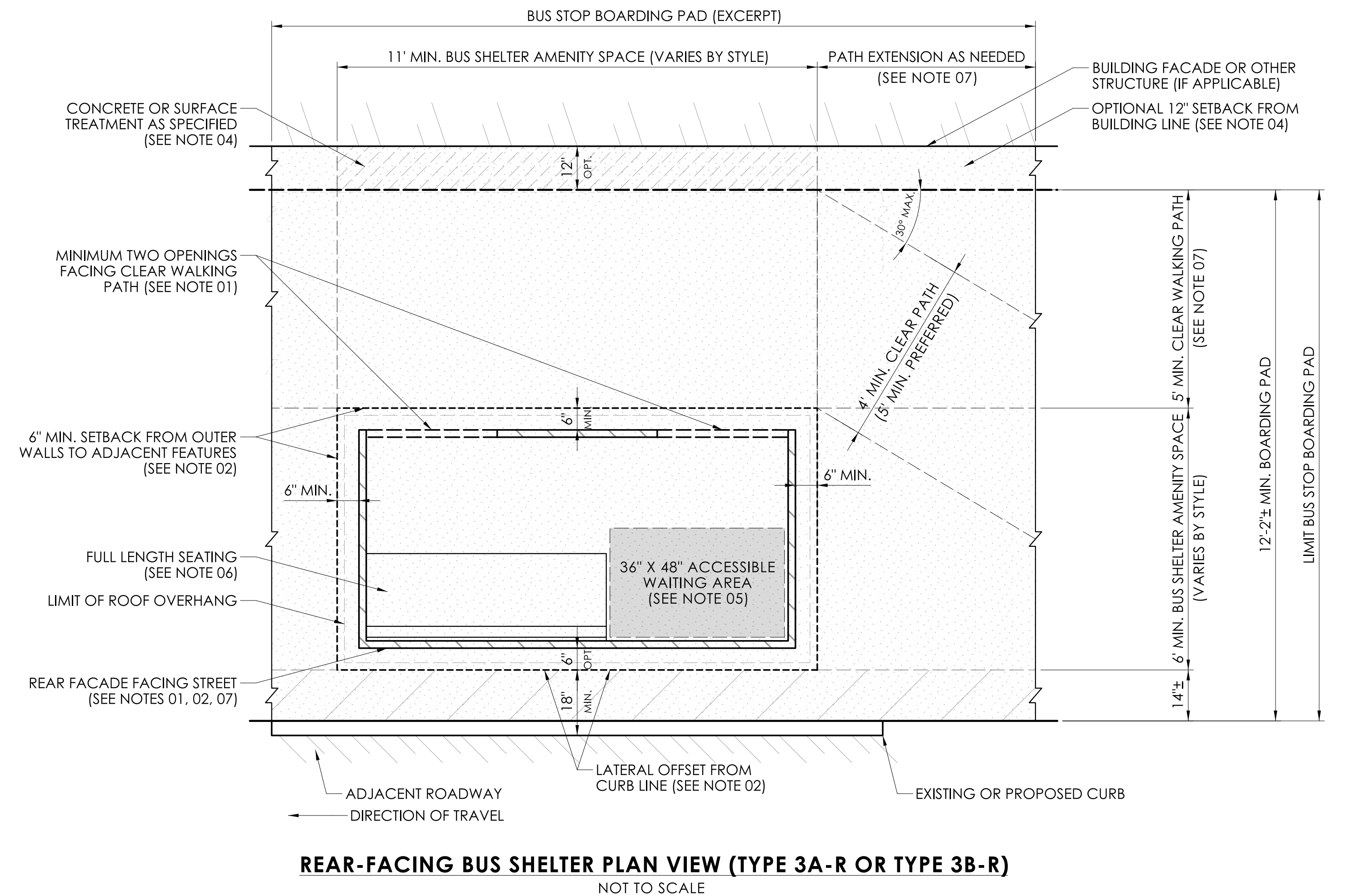
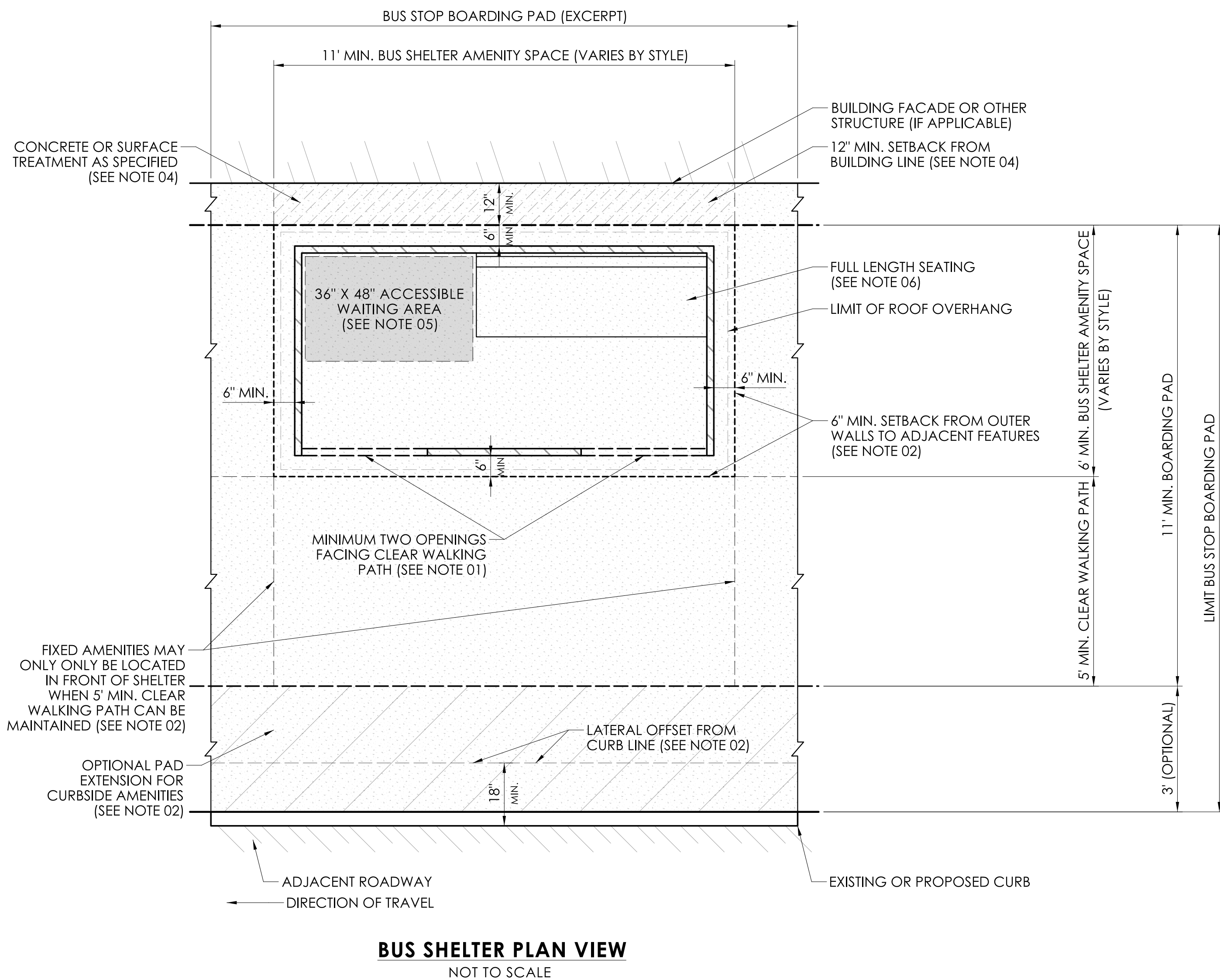
06. BENCH SEATING IS PREFERRED ALONG THE FULL LENGTH OF THE REAR WALL OF THE SHELTER OUTSIDE THE CLEAR WAITING AREA; SEE DWG. DET-202 FOR SEATING REQUIREMENTS. CLEAR WALKING PATH IN FRONT OF SEATING MAY BE REDUCED TO 32" WITHIN SHELTER. EMERGENCY CALL BOXES OR OTHER AMENITIES PLACED ON INTERIOR SHELTER WALLS MUST INTRUDE NO MORE THAN 4" INTO 32" CLEAR PATH.

07. REAR-FACING SHELTER TO BE SPECIFIED BY ADDING "R" TO STOP TYPE ON SITE PLAN (IE: TYPE 3A-R OR TYPE 3B-R). DEPENDING ON SIDEWALK CONFIGURATION, PATH EXTENSIONS MAY BE REQUIRED FOR THE BOARDING PAD ON EITHER SIDE OF SHELTER TO PROVIDE A CLEAR WALKING PATH AROUND ALL SIDES OF SHELTER AWAY FROM STREET. REAR-FACING SHELTERS SHOULD NOT HAVE OPENINGS TOWARD STREET TO PROVIDE SPLASH PROTECTION.

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